CYCLE NEWS®

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Lawson quits Yamaha, signs with Honda!

Test: Suzuki RM125

Interview: Nat'l Hare Scrambles Champ Tony Hendon

Summit Point Endurance Road Race

Dick Mann Vintage Dirt Bike Rally

Pennsylvania Nat'l Cross Country Race

America's weekly motorcycle newspaper

TIME DATED MATERIAL - MAILED OCTOBER 25, 1988

In the WIND

BY PAPA WEALEY

World Champion Eddie Lawson has quit the Marlboro Agostini Yamaha GP road racing team and signed with Rothmans Honda. Lawson, who won World Championship titles in 1984, 1986 and this year aboard Kel Carruthers-prepared Yamahas, reportedly signed a two-year, $2 million per year contract with Honda that will see him ride Erv Kanemoto-prepared equipment on a team separate from the "number one" Wayne Gardner team. Lawson, reached first by phone at his Upland, California, home and then in person at Lake Havasu, Arizona, where he was attending a Jet Ski race, refused to comment on the switch. "I'm on vacation and won't say anything about it until next week," said Lawson. Former World Champion Gardner first heard about Lawson's signing when he read about it in a London newspaper while at an Australian airport awaiting a flight to Japan. "So much for loyalty," Gardner told the Australian press. "I have been riding my butt off for Honda all year while they have been working on this for months — and they didn't even have the courtesy to tell me before I read it in the papers. It is very disappointing." Gardner added, "But I am looking forward to the challenge of racing against Eddie on equal machinery . . . it's the chance to settle once and for all who is the better rider."

Lawson's departure leaves the Marlboro Agostini Yamaha team without a rider as the team's number two rider in 1988, Didier de Radigues, will reportedly not be re-signed and is rumored to be talking to Aprilia about a 250cc GP ride in 1989. Rumored to be first in line for the vacated Lawson ride is Australian Michael Doohan and also mentioned for a possible spot on the team is Spaniard Juan Garriga, who finished second in the 250cc GP point standings. Just two weeks ago, Doohan spent two days in Japan testing Lawson's Yamaha YZR500. The test came right after Doohan won a major Formula One race at Sugo on October 9.

Ironically, the day the news leaked — Tuesday, October 18 — Lawson was taking part in a Marlboro photo session at northern California's Laguna Seca Raceway.

The editorial staffs of both Cycle and Cycle World magazine have been revamped. Phil Schilling, Cycle's editor since 1979, will leave the magazine to assume a "broader magazine development responsibility" at Diamandis Communications Inc. (DCI), it was announced October 21 by Robert F. Spillane, executive vice presidnet of DCI. Since its acquisition by Paris, France-based publishing giant Hachette, DCI has been expanding and just last month launched two new magazines and acquired others. Cycle will move its editorial offices from Westlake Village, California, to the DCI West Coast headquarters in Newport Beach where Cycle World, Road & Track, and Road & Track Specials are located. Paul Dean, editor of Cycle World, has been promoted to the newly-created post of editorial director. He will be succeeded as editor of Cycle World by David Edwards, and Steve Anderson will become Cycle's new editor. Both Edwards and Anderson will report directly to Peter G. Diamandis, president and CEO of DCI. The appointments and relocation of Cycle to Newport Beach will be effective December 1 and, according to a DCI press release, will complete the reorganization of the motorcycle publishing operations which began last November with the appointment of Jim Hansen as vice president/publisher of both Cycle and Cycle World. Cycle will continue to focus on street bikes and Cycle World will cover both dirt and street bikes with "an emphasis on the activity itself."

HosPITal STOP: Three-time 250cc National MX Champion Tony DiStefano was critically injured October 13 following a crash suffered during a private session of his motocross school. DiStefano was reportedly flipped off his motorcycle and landed on the top of his head, and he described it as "sort of like hitting the bottom of a swimming pool without water." As a result of the crash DiStefano's fifth and sixth vertebrae were injured with severe compression to the spinal column, leaving him with no feeling from mid-chest down. DiStefano underwent surgery on October 18 to fuse the vertebrae and insert reinforcement rods into the spinal column. Cards and letters can be sent to 428 W. Maple St., Hazleton, PA 18201.

Will Davis (H-D) won the final race of the 1988 AMA 600 National Championship Dirt Track Series at Woodstock, Georgia's Dixie Speedway, October 23. Steve Morehead (H-D) finished second and Terry Poovey (Hon) was third. Chris Carr (H-D), who had already wrapped up the series title finished seventh.

Texan Kevin Schwantz (Suz) won the 500cc class of the Fuji Sprint road race in Mt. Fuji, Japan, on October 23. Schwantz topped former World Champion Wayne Gardner (Hon) and Kevin Magee (Yam). In the Superbike class Michael Doohan (Yam) beat fellow Australian Michael Dowson (Yam) and Texan Doug Polen (Suz). The 250cc class win went to Frenchman Dominique Sarron (Hon) with Spaniard Juan Garriga (Yam) and California's John Kocinski (Yam) rounding out the top three. Californian Wayne Rainey retired from the 500cc class with reported ignition failure.

Ty Davis (Suz) won the 250cc Pro class and sewed up the class title, along with the 125cc Pro class crown, at the final round of the CMC/Dodge Trucks Trans-Cal MX Series at Carlsbad Raceway in Carlsbad, California, October 23. Larry Brooks (Hon) finished the day second overall in the 250cc Pro class ahead of Steve Lamson (Yam). Kyle Lewis (Hon) was the overall winner in the 125cc Pro class over Ryan Hughes (Yam) and Mike Young (Cag). Davis finished fourth but claimed the championship. Greg Zitterkopf (ATK) won the 500cc Pro class followed by Jim Ellis (Hon) and Ron Turner (Hon), but Rich Mythen (Hon) took the class championship.

Dan Smith (Hus) was the overall winner at the AMA District 37 100's M.C. Best of the West Championship Hare & Hound in Lucerne Vally, California, October 23. Smith finished approximately three minutes ahead of second place finisher Paul Krause (Kaw), while third and fourth were filled by Chuck Miller (Hon) and Grant Palenske (Kaw).

The AMA has released a tentative schedule for the 1989 National Reliability Trials Series: Tulsa, Oklahoma, April 30; Rose City, Michigan, June 3; Boise, Idaho, June 10; and Yamhill, Oregon, June 24. It has not yet been decided how many days each event will be, however, talk has it that Oklahoma and Idaho will be four-day events, Michigan three days, and Oregon two days.

Road racer Scott Russell, who broke his right knee cap at the October 1 Sears Point round of the AMA/CCS Endurance Series, says he will try to ride at the November 3-6 WERA Grand National Finals at Road Atlanta. "It's (the knee) coming along," Russell said. "I'll give Road Atlanta a shot. I haven't ridden a bike yet, but I've sat on one."

BORN: Taylor Forrest Guest, son of *Cycle News* graphic artist Stacey Guest and husband Craig, October 24, in Long Beach, California.

CHANGED: The Kyle Fleming Memorial MX, held at Blythe Raceway in Blythe, California, to the Western States Memorial MX. The race is held each year in the memory of minicycle racers Kyle Fleming, Bruce Bunch and Rick Hemme, who lost their lives in a car accident during the Grand National Championships in Ponca City, Oklahoma, a few years ago. This year's race will take place November 11-13 with the same staff, sponsors and awards that have previously supported the event. For more information call 602/993-4954.

Eighty teams are expected to take part in the final round of the 1988 AMA/CCS EBC Brakes Endurance Challenge at the October 28-30 10th Annual Daytona Pro-Am at Florida's Daytona International Speedway on Sunday, October 30. Three teams are only eight points apart going into the three-hour race. Dutchman Racing has 108 points, Team Lockhart has 101 and Team Hypercycle is third with 100. With points awarded 20-16-13-11 and so on, Dutchman can clinch the championship by finishing first or second, but a lower finish opens the door for either of the other two teams. In addition to the endurance race, 881 entries will contest 15 AMA/CCS Races of Champions — 25-mile sprints to determine National Champions in 18 different classes.

The November 6 Ted Boody Memorial Dual Sport Ride which starts at Hansen Dam Park in Sylmar, California, is open to operators of all vehicles, two-, three-, or four-wheel. Bikes donated by Honda, Kawasaki, Suzuki and Yamaha, plus cars and an assortment of other goodies will be raffled off at the event and all proceeds will benefit the Ted Boody Memorial Fund which was established for the family of the popular racer who was killed in a crash earlier this year. For more information on the ride, call 818/249-2141.

Hugh Fleming, who is in charge of AMA amateur activities, has been selected as president of the FIM ISDE International Jury.

BORN: Jessica McElnea, daughter of GP road racer Rob McElnea and wife Sharon, in England, October 19.

Motocrosser Donny Schmit recently broke his right tibia in a practice crash near his home in Bloomington, Minnesota. "I went over the bars and caught my leg on the crossbar trying to dive out of the way," he said in a telephone conversation October 24. "The impact crushed the crossbar to the handlebar bolts and broke the knee brace I was wearing." Schmit had a rod inserted in the leg and is slowly returning to action.

The Silver State Raceway in Carson City, Nevada, will celebrate its grand opening with the October 30 Hallman Halloween MX. Hallman riding gear will be up for grabs in all classes. For more information contact the raceway at 702/782-7903.

White Bros Cycle Specialties of Garden Grove, California, will host what they're billing as the Veterans World Championship MX at southern California's Perris Raceway on November 6. Classes for riders 25 to 30 years of age, 30 to 40, 40 to 50, and 50 and over will be offered. All ex-National and international motocrossers of the past are being invited to participate in a special exhibition race. Already confirmed are former World Champion Danny LaPorte, Rex Staten and Warren Reid. There will also be special events for vintage motorcycles and those events will be run under CRVG rules (1974 and earlier machinery, etc.). For more information, call Hal Sanguinetti at 714/554-9442.

Airborne! That's what *Cycle News* graphic artist Mandy Loo was on Sunday, October 23, when she made a tandem skydive parachute jump 13,000 above Perris, California. The free-fall portion of the jump lasted approximately one-minute. All the way, Mandy!

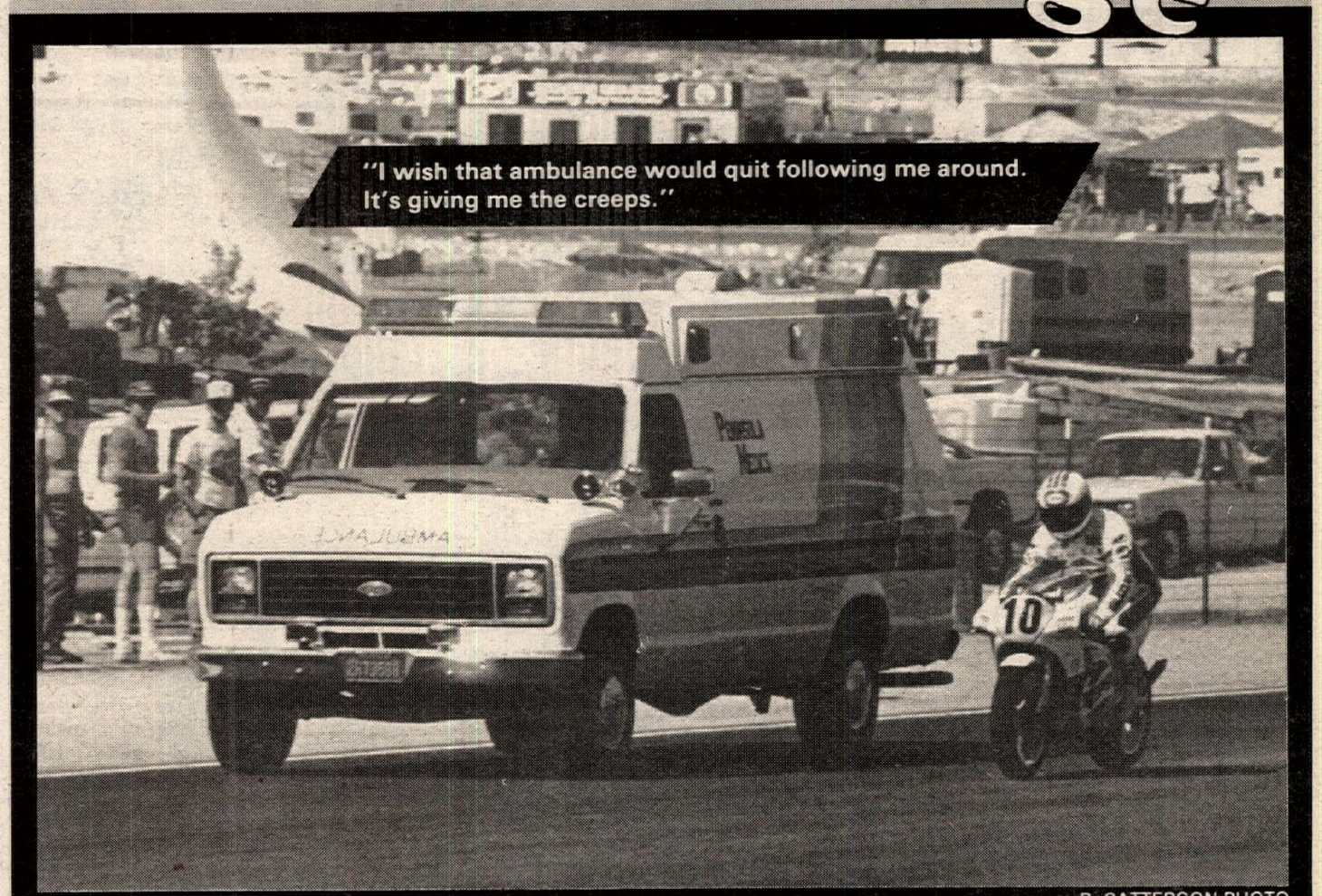
CYCLE dreams

That the well had run dry, and I was scratchin' in the sands for something to write.

Long after midnight it was, and I sat stunned at my processor with nothing to say. I'd already written about rain and the races, about night riding and cross-country. About buddies and loners and nightmares and Christmas. I'd literally been up one road and ridden down another. I'd made motorcycles fly. Once I even BECAME one. But now it was all blankola, a full white-out. Fog City. Like trying to crank a cold motor with a flat battery and no gas in the tank. The solenoid wouldn't even click anymore. And suddenly I was out in a flash, dead to the world. Off to where riders go when they're finally through. I stood — I found myself standing in this huge weird round room! It was dark and cold and smelled like an oilfield. I thought for a moment it was a combustion chamber, that somehow I'd shrunk and was there on a piston. I looked up and around. And instead of seeing humungus valves and the business end of a spark plug, I saw stars. Millions of galaxies, snowflakes suspended in universal infinity. I was in space! Without a stretch of pavement or good earth anywhere in sight, light years in any direction! How would I ever write my way out of this one?! I shivered and shook. The goblins and ghosts had come home at last. That's what it was! It was Halloween trickery that'd done this to me, I assured myself. But it wasn't really. It was I. It was that I had forgotten how to imagine, to believe — and The Big Bad Scare had moved right in and taken over my mind. And left me alone, a single digit, a tick in the endless counting of Time. I let out a cry and ran like hell. And got absolutely nowhere. It was all floating jelly under my feet. Until I started using my head again, to speculate, to dream what's not. But could be. And before I knew it there was a motorcycle, cut and welded and made from the constellations. And I rode it away into that ocean of stars. To a world where the motorcycles were the writers. And the people were — Zap! My screen was alive again with multitudes to say!

William Edgar

Over the edge



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ON THE FRONT PAGE: Three-time World Champion Eddie Lawson has changed camps, signing with Honda after a five-year career with Yamaha. See page two. Photo by Patrick Gosling. (Below) We take on Suzuki's hottest RM yet — the 1989 RM125K. See page 14. Photo by Kinney Jones.

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voices

Number 3?

Regarding Larry Johnson's letter in the October 12 issue, I, too, have tremendous respect and admiration for Rick Johnson's talent and accomplishments. However, I don't think he ever won 22 straight National motos, nor has he smoked the best 250cc riders in the world (except R.J.) at Unadilla at nearly 32 years of age. I've been attending Unadilla events since 1976 and I'll be looking for Rick there in eight years.

Also, I saw Roger DeCoster win at Unadilla six or seven times; Even Bob Hannah couldn't beat him there. Doesn't that make R.J. third best?

JAMES E. GLEASON
Fayetteville, GA

Prayers answered

After a month in the hospital, 20 days in SICU, Dick Klamfoth is going to go home.

I am sure there is no way I could thank everyone personally for all the prayers, calls, cards and letters. I know I can never repay all of the people who banded together to run Honda Hills, and please let me take this time to thank our three daughters — Cheryl, Karen and Cristy — and their families for all the endless hours they have helped.

Again, because of all your prayers for Dick, the doctor said he should return to a very normal life.

BEV KLAMFOTH
Thornville, OH

Apology offered

After reading the *Cycle News* coverage of the Steamboat Springs (Colorado) road race meet, I feel an apology is owed to Dunlop for a quote from me saying that Michelins are better rain tires than Dunlops. Someone may have picked that up being in our pits and watching us scramble for rain tires. However, I did race in pouring rain all day on 591's and finished second in both 600 and 750 Supersport.

I have been racing on Dunlop 591 tires for two seasons and feel they are the best tire available for Supersport racing and I hope this will not in any way affect the support I have received in the past.

DAN TURNER
Loveland, CO

Helping candidates

Since the off-road division of AMA District 37 has become a little more vocal and politically active, I've sure received a lot of calls asking if I or anyone from our organization would like to participate in weekend precinct walks. However, I've had to say weekends are out because we're all out at the desert. But this morning I went up to the office of the candidate running for Congressman in my district, Dana Rohrabacher, to pick up some information to hand out at events. I found out that I could walk a precinct — my own neighborhood — in the evenings. It takes only two to three evenings from 5 to 7 p.m. The office also gave me information to hand out for Vice President George Bush and Senator Pete Wilson, so I'll be able to help out all three campaigns at once. Give the candidates of your choice a call, they appreciate your help and certainly make it easy.

If you live in central or southern California and would like information on those candidates who have taken responsible stands on off-road issues, just call the AMA District 37 Legislative Hotline at 213/438-6527.

Our votes are going to count in this general election!

DANA BELL
AMA D-37 Legislative Officer
Long Beach, CA

Don't be spineless

In the October 19 issue of your publication, I read about Jimmy Holley's disqualification at the MTEG Ultracross in Las Vegas.

First, let me congratulate Holley on his Ultracross title. I would also commend him for standing up for professional motocross by organizing the boycott of the main event.

We need more people like Jim to stand up for riders' rights, push for fair competition and to promote motocross as a professional sport. I have been to many races in my 11 years of motocross racing and I've stood alone too many times speaking up for riders' rights and fair competition.

Come on, motocrossers, don't be spineless. We do have a say in what goes on at the races. If Holley wouldn't have taken the initiative to right a wrong, then Jerry Stansburry and other race directors like him could wreak havoc to our sport.

Don't get me wrong, many promoters do an excellent job and deal with the riders fairly. My own brother promotes races in our area and he constantly tries to keep things safe, fair and on a professional level.

By the way, Mr. Stanburry, what in the world did you mean when you said, "They weren't cutting it (the track) *enough* to penalize them."? That statement really blew my mind.

TOM PETERS
Dickinson, ND

Cheers for Parker & Shobert

First, I'd like to congratulate Scott Parker for winning the Number One plate this year. If anyone deserved it, Scotty did. That kid has been busting his rear for a long time and you always know you're going to get your money's worth when you watch a race that he is in. He always gives 110%.

But my main reason for writing is to say how great an individual Bubba Shobert is. Of all the interviews I've heard and read I've never heard him say a bad word about anyone. He always has good words to say about other racers and never blames anyone for any problems he has. Unlike some of the whiners at the top of the MX results charts, Bubba is a real class act and a great example of a hard charger and great sport. His attitude is one that I hope my son can achieve no matter what he chooses to do in life. He is an outstanding role model for all young racers.

ED WHITNEY
Eldridge, IA

Vote!

While I am here working away on the strategy to be used for next year's efforts to defeat "The California Desert Closure Act," I wonder if anyone in the off-road community really cares if we win this final war of Wilderness in California, or not. Thousands of hours and hundreds of thousands of dollars have been spent in the efforts to defeat this legislation. And, by most accounts, we have won the battles with a largely volunteer effort.

Next year's Congress will certainly make some major movement on Senator Cranston's proposal. This may be our final chance to influence Congress on our wishes on how we, the desert recreationists, who participated in the Bureau of Land Management's Desert Plan Process, want *our* desert managed.

The hard, though simple facts are this: if we as a group don't come out and vote in the November 8 elections, we may lose our only hope of influencing Congress on this issue. Of course, the Congressional seats are crucial in this year's elections. By far the most crucial is in California's Santa Barbara/Santa Maria/Ventura area with the race between Robert Lagomarsino and Gary Hart. The incumbent Congressman (Lagomarsino) has shown his sympathy to our cause in allowing for the continued use of the Johnson Ridge Trail in the Los Padres National Forest in his Wilderness Bill now before Congress. Gary Hart, on the other hand, is a devout environmentalist, and by all indications would not allow for our use of this historically used trail.

The most critical race for all Californians is between Senator Pete Wilson and Lt. Governor Leo McCarthy. Plainly put, Senator Wilson has expressed his opposition to the "California Desert Closure Act" (S7) and Lt. Governor McCarthy not only supports the act, but on our (the citizens of California) behalf and on our time testified before Congress that he supports the bill.

On November 9 we will all know how much our fellow off-roaders really care. If we *all* participate in this election and vote for the candidates who represent our views and opinions, then and only then will we be able to change our destiny. If on the other hand, we don't come out and vote in the numbers that do make a difference, it's time that we all hang up our riding gear and take up a new sport — desert bench racing!

STEVE KUEHL
Vice President, CORVA
Huntington Beach, CA

Kuehl is chairman of the California Off-Road Vehicle Association's land access committee . . . Editor.

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Video REVIEW

The Homecoming

Cross-country group rides fairly well have to be experienced for us to grasp their true soul. The natural comedy and drama of the happening itself isn't easily transmitted through words and photographs. In fact, it's usually a lost cause. But wait! Here comes an alternative! So put away those cumbersome rain suits and long distance touring gear, park and lock your motorcyle, and sit yourself and friends down in front of a VCR screen. Because there is a new video cassette tape on the market that brings home that mega-mile road adventure's soul for you, and does it with remarkable success. It's called "The Homecoming."

It's a win-win situation!" folk hero Willie G. Davidson asserts, before gobbling company birthday cake alongside rocker Billy Idol, two of the literally thousands of Milwaukee Riders seen in this populous tape. "Win-win" because this video capsule of Harley-Davidson's 1988 Milwaukee Ride for the Muscular Dystrophy Association offers a healthy, upbeat serving of the humor and heart of the real thing. Sure, there are probably slicker, more professional touring tapes around, but none engagingly human as this re-watchable prize of road camaraderie and personal delight. Produced for Harley-Davidson through Zimmerman & Associates of San Antonio, Texas, this bright home entertainment uses sound snips and camera glimpses from the hugely effective nationwide charity/anniversary week long ride to benefit MDA and ultimately celebrate Harley's 85th birthday in "Harley Mecca" — Milwaukee, Wisconsin — hometown of America's only surviving motorcycle company.

"Gimme a piece o' that Hog cake!" cries a biker's voice, hungry and eager to ride, at one of a dozen start points across the United States and Canada. And producer Peter Emch's and director Ron Zimmerman's "Homecoming" (reduced to a spirited 20 minutes viewing time) is off and running! With plenty of flash and throaty motor song. And, mercifully, without narration, other than a few obligatory lines at the open and close. The rest is pure joy in ride-sharing and spontaneous rider comments, blended with a music sound track by Terry Ashley and Paul Kennerly featuring rock-based bike tunes as appropriate as the acoustical throb of big V-twins. This national travelgram brings us the ride's men, women, children, dogs, and stuffed animals — anyone and anything that might be found on an American flag-flying motorcycle or side hack. Come rain or shine or heat and wind, crossing the open distances that link city to city over this great land, the riders converge en masse on Milwaukee's motorcycle-packed lakefront park. "It's bike heaven, everything you see is beautiful!" says a dazed finisher. What's also beautiful about it is the cash donations raised (nearly a million dollars) to help the many brave but crippled victims of muscular dystrophy and other neuromuscular diseases.

In spite of its worthwhile MDA cause, and with Harley-Davidson's upper echelon scattered throughout, some might be inclined to call this video Harley propaganda that excludes the rest of our broad motorcycling world. And, yes, in a sense, they would not be wrong. But they would be offenders, too, against that brother-&-sisterhood of our riding motorcycles together, rider to rider, brand names be damned. And they would also be missing the real value of this appealing video keepsake — this excellent incentive for us to commit to the more active and admirable aspects of motorcycling. Reaching out to help ourselves and others.

"The Homecoming" is available for $20.00 on VHS video cassettes through Harley-Davidson dealers, or by mailing check or money order directly to Harley-Davidson, Attention: Bill Davidson, P.O. Box 653, Milwaukee, WI 53201. Tape proceeds go to the Muscular Dystrophy Association. Like Willie G. says, it's a win-win deal.

William Edgar

WRITIN' AROUND

Whatzamatter with the m/c biz?

Everybody but Harley-Davidson is complaining that new bike sales are down. The October issue of Rider magazine goes into the details, if you are interested. High prices, dangerous image, competition from other products and insurance problems are cited as the four "plagues" that prompt them to ask, "Is motorcycling in America dying?

While it may seem like The End to people who have only known motorcycling in its fat years, let me assure you that the business has been through tougher times before. In fact, tough times are normal for the motorcycle biz. There is nothing really the matter with our business, unless you are just in it for the money.

However, for those who count success by unit sales, there is always hope on the horizon. For example:

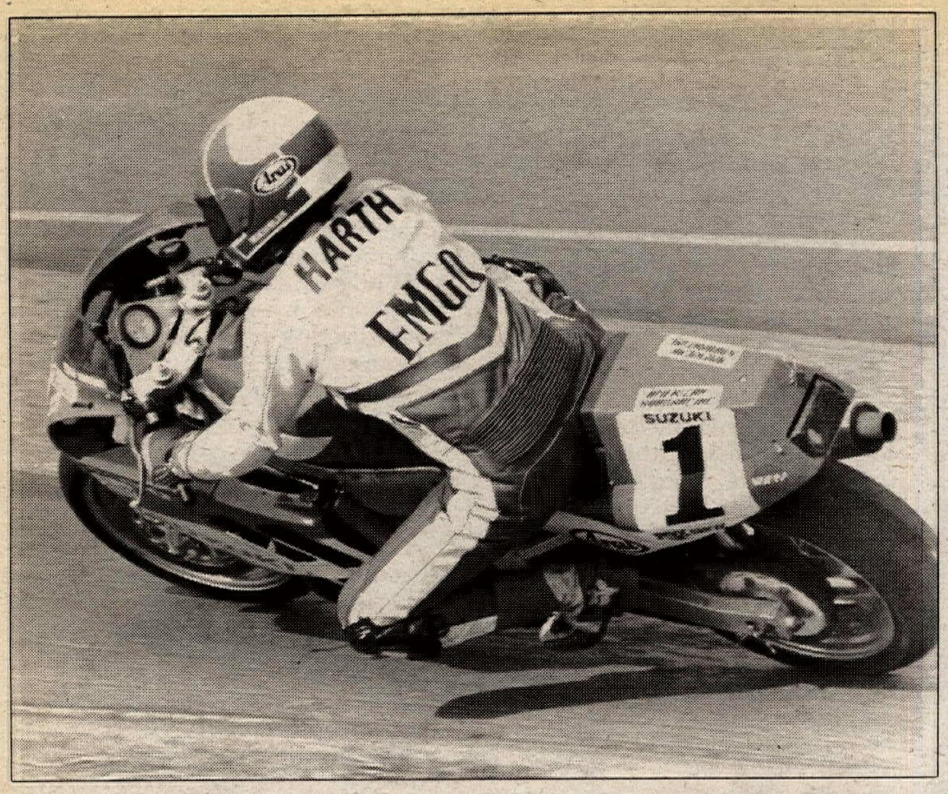
Whatzamatter with the m/c biz?

Nothing that a new-design, cheap moped couldn't cure.

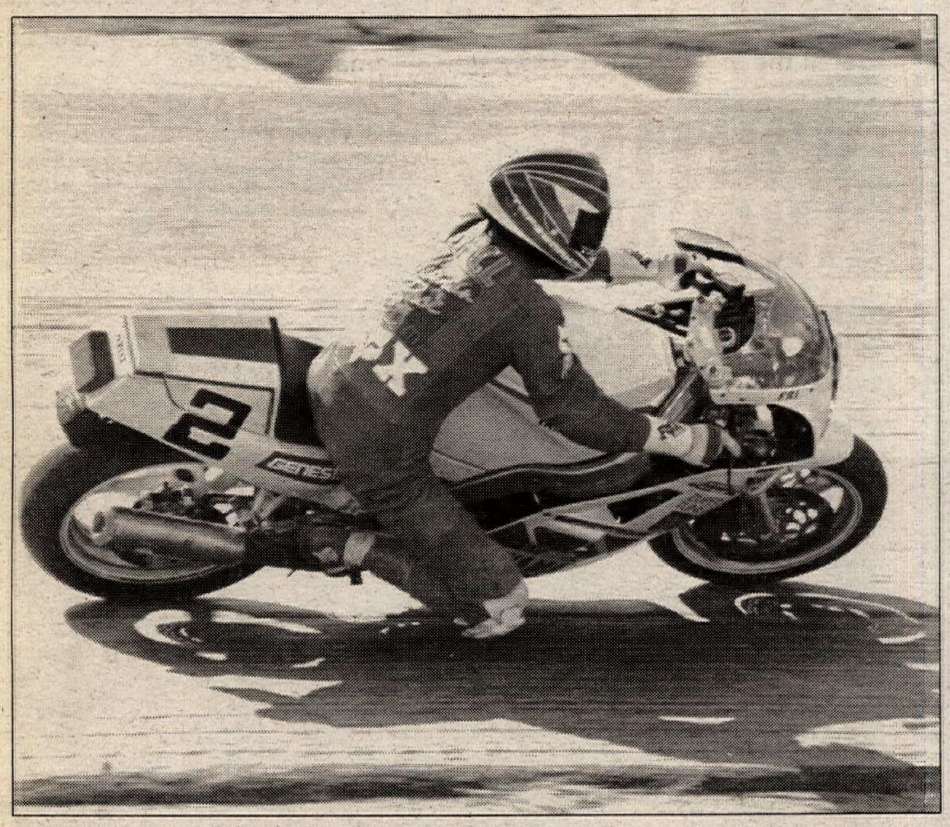
The business chugged along well enough until the Whizzer was invented, and showed us what a cheap, clip-on motor could do for sales. Then low-priced scooters from Italy reached our shores and created a new flood of business for dealers. By the time that wave waned, Honda was here with their $215 "Nifty 50cc" lightweight and the boom was underway that we are only now recovering from. Meantime there were mopeds, minibikes, ATVs, more scooters — all cheap, entry levels or just-for-fun motorized bikes. They kept the boom booming for decades.

You know what happened to them. They served their purpose and

(Continued to page 46)

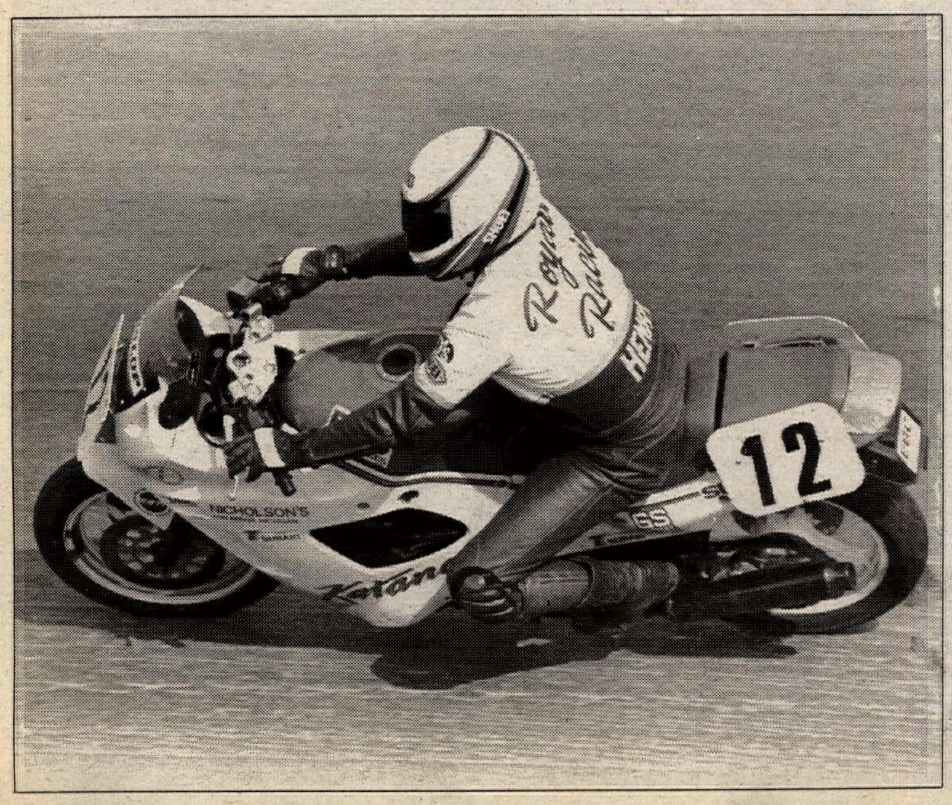


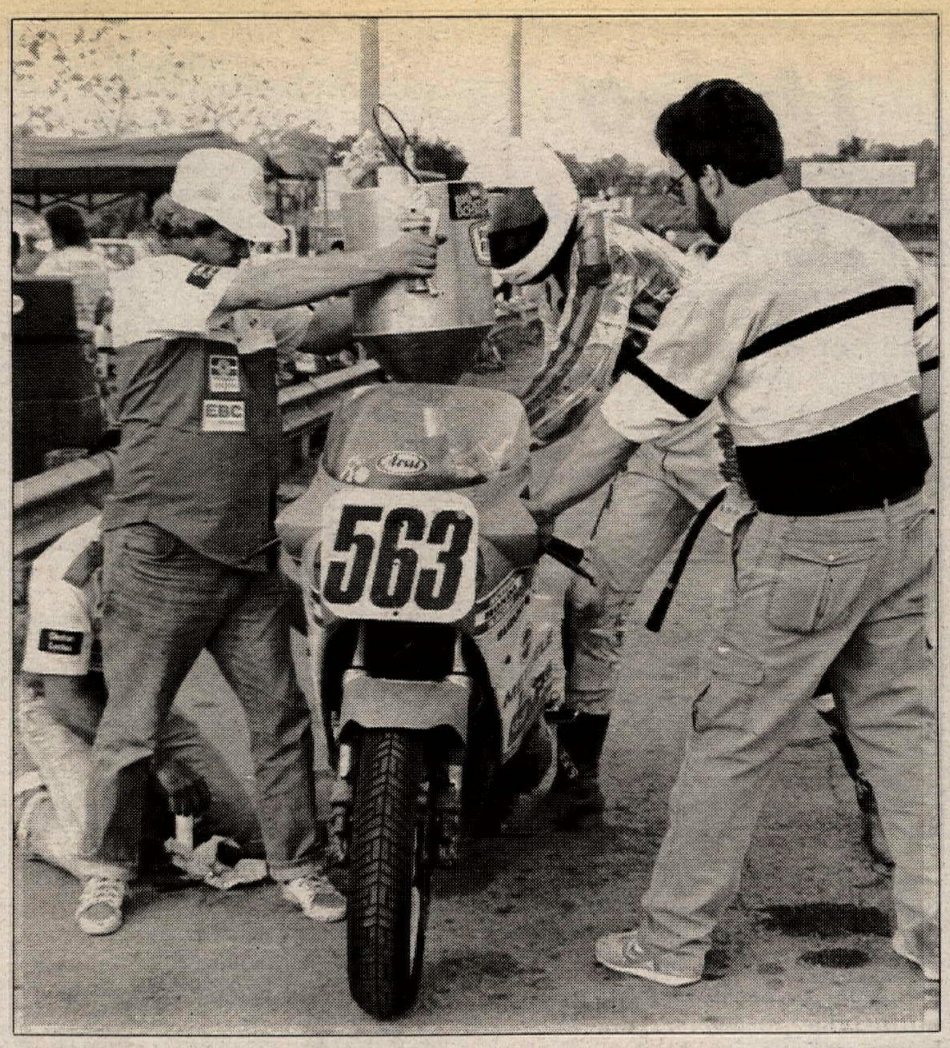
Team Suzuki regular Mike Harth teamed with Jeff Atwell to win the Summit Point, West Virginia, WERA six-hour endurance race.



Kurt Hall and local rider Bruce Nield raced for the lead, but settled for second place when the Human Race Team Yamaha had brake problems.

Royale Racing's Doug Henry and Terry Bailey finished first in the Mediumweight Production class and fourth overall.





5150 Racing pits for fuel on their way to a third-place overall finish. Riders Jay Denham and Craig Renck won Heavyweight Production.

WERA Tsubaki/GS Battery National Endurance Road Race Series: Round 14

Suzuki socks'em at Summit Point

By Larry Bell

SUMMIT POINT, WV, OCT. 15

Team Suzuki's Mike Harth and Jeff Atwell overcame brake problems and a closing Human Race Team to win the red flag-shortened Summit Point six-hour endurance race. The duo edged Zoomin' Humans Kurt Hall and Bruce Nield by four laps, completing 233 laps of the two-mile circuit (466 miles) on the Arai/Michelin/Bel-Ray/EMGO/Fox/Tsubaki-sponsored Suzuki GSXR1100.

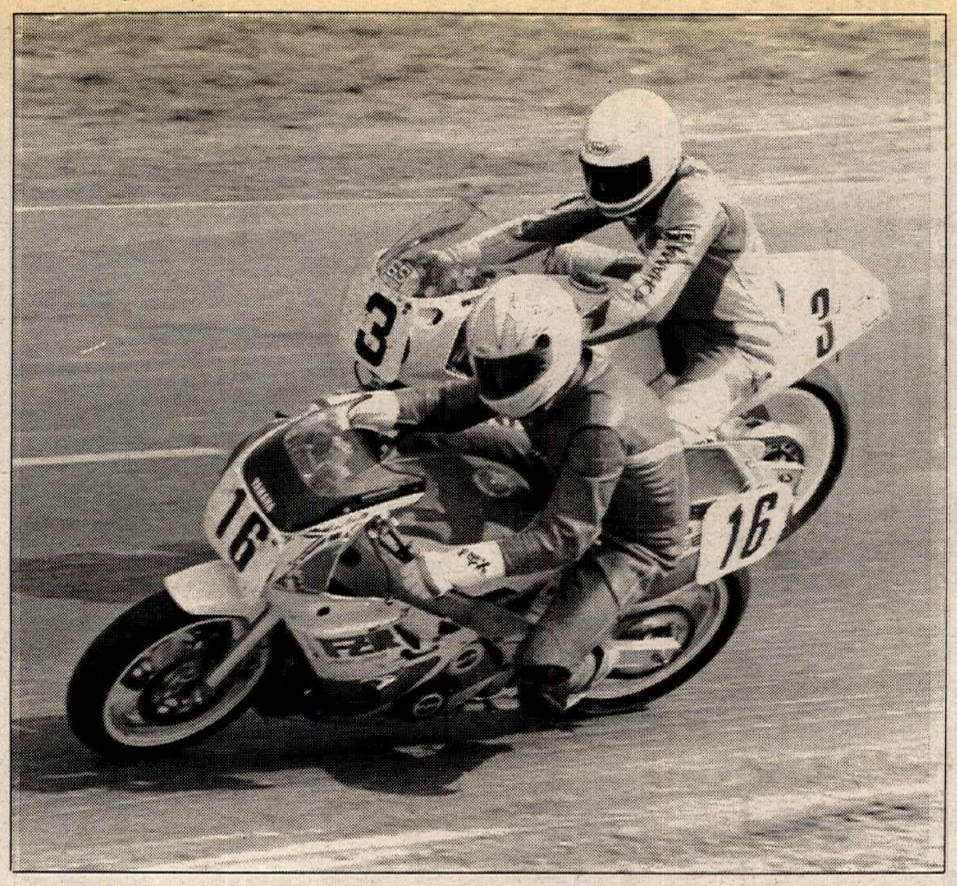
Series points leaders Human Race Team completed 229 laps, running with the leaders until the final hour when their Yamaha FZR1000 blew a front brake line, drenching rider Hall with brake fluid. "I noticed he didn't come around on time," said tuner Dave Zupan. "He squeezed the brake lever and it gushed. I elected to install the entire brake system from our backup bike and change the rear tire." Human Race Team is sponsored by Fox Racing, Klotz, Metzeler, Megacycle, Tapeworks and Tsubaki.

Hall and Atwell swapped positions back and forth before running into backmarkers barely a dozen laps into the race, crossing the stripe barely seconds apart for much of the race. The last half-hour was pivotal because while Suzuki's Atwell had to use the engine for braking, Hall was able to recoup several seconds per lap. It appeared that he might catch the leader until his brakes failed.

Both Atwell and Nield faced the same situation — sitting astride a motorcycle neither had ridden before. Suzuki tabbed Atwell to ride the Summit Point round, despite his relative inactivity this year (he was competing in just his third endurance race of the season), because he knows the track (he considers it his home track). The Humans chose Nield because they wanted an experienced rider who was accustomed to the slick Summit Point surface and who could complement the fast-paced Hall without crashing. Atwell said he thought the Suzuki machine made much less gut-wrenching horsepower than he'd previously thought, and Nield was stepping off a V4 Honda onto the Human's in-line Yamaha FZR1000.

The finish leaves the overall championship up for grabs with only one round remaining. The Humans have a 23.09-point lead, and must finish ahead of Suzuki to clinch the championship. If not, it reverts to miles accumulated through each team's nine best finishes.

Turning in another flawless ride was Heavyweight Production class winners 5150 Racing with 224 laps.



Kayo Racing (3) goes around the outside of Sport Cycle Racing (16) on their way to a fifth-place finish. Sport Cycle was third Lightweight.

CIA Racing's John Copeland and Gene Burcham finished sixth overall and first in the Lightweight class on their Yamaha FZR400.

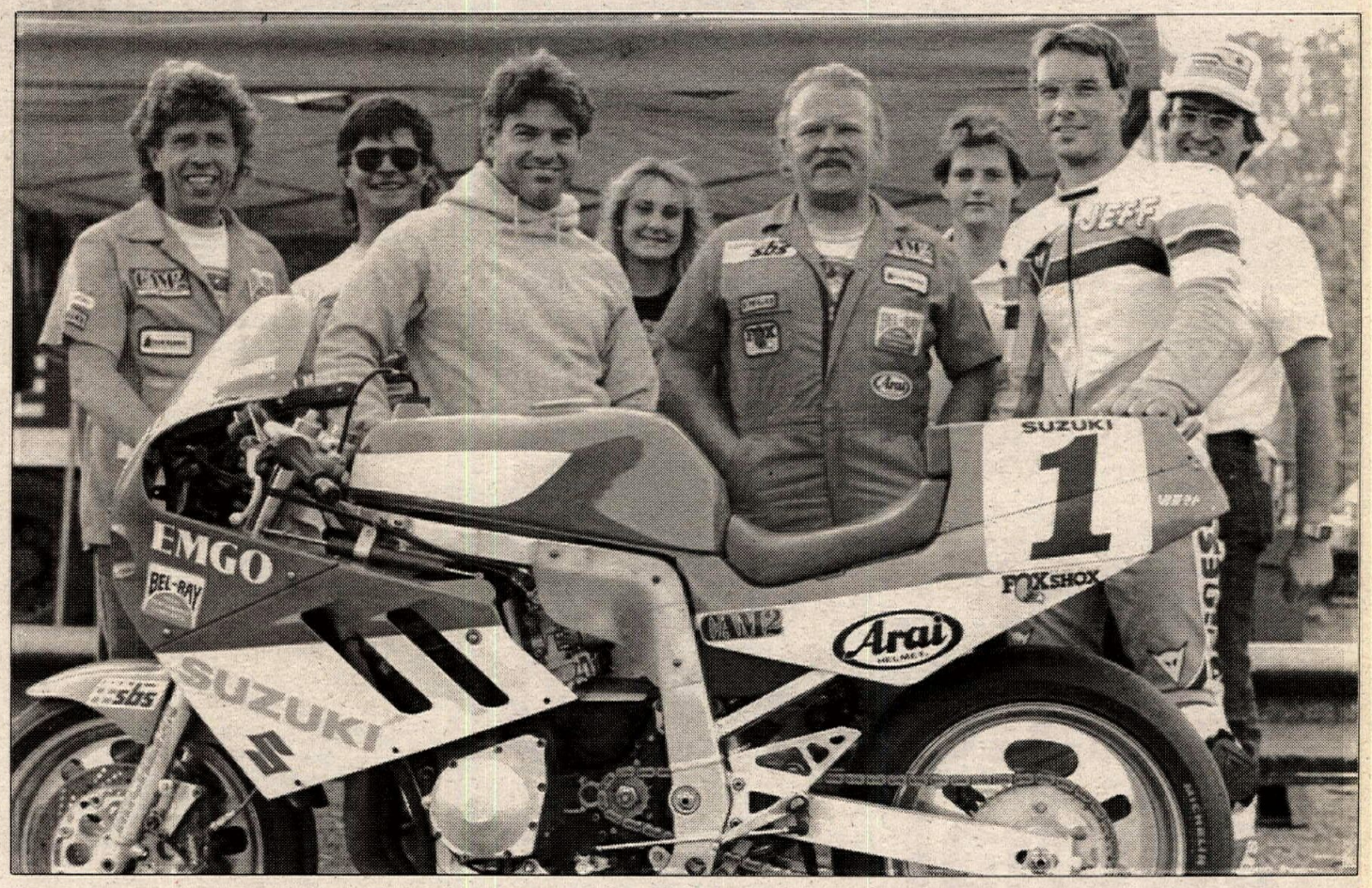
Riders Jay Denham and Craig Renck utilized one pit member, one scorekeeper, and one set of Michelin slicks to take their second top-five finish in as many weeks on their 1100cc Suzuki. Said Denham after the race: "We started on new tires that weren't scuffed in and that cost us a few laps because the track is so slippery. We also started to use oil at the end of the race." 5150 is sponsored by MotoSport, Big Boost, Sportsman Suzuki and Team Gamma.

The only Mediumweight Production class machine to land among the top five was the fourth-place Suzuki 600 Katana of Royale Racing. Riders Doug Henry and Terry Bailey worked their way up from 11th in the first hour to complete 220 laps with no spills, miscues or failures for the second week in a row. Their mount is prepped by Bailey and backed by Dunlop, Tsubaki and Works Performance. "We thought we might have needed a pad change in the final hour," said Bailey immediately after the race. "We found that the other teams make their own bad luck and we're just getting our share of the good luck."

Rounding out the top five was the Kayo Racing Yamaha FZR1000 with 220 laps. Riders Jim Tribou, Mark Heiser and Jeff Dean discovered late in practice that second gear was blown on their main machine and tuner Brendan "Bee" Johnson reworked the transmission gearing, allowing them to use fourth through sixth. In an effort to gain valuable points the team also ran a 750, but it also ran into problems and dropped out after running as high as third overall.

The Kayo 1100 developed brake problems in the fifth hour, roaring into the pits for an unanticipated brake change, but found nothing waiting. Shortly thereafter the machine boiled through the carbs. The team also spent four minutes in the pits during the third hour due to a lack of a quick-change rear wheel setup.

CIA Racing's John Copeland and Gene Burcham again took the Lightweight win on the Arai/Tsubaki/Dunlop/Kal-Gard/Winner Restraurant-sponsored Yamaha FZR400, completing 219 laps and finishing sixth overall. The team diced with Red Stripe Racing during the first hour before pulling away for good in hour two.



Team Suzuki is all smiles after their win. The Championship will now be decided at the Road Atlanta GNF.

The first hour ended with Suzuki one lap up on the Humans and Kayo, with the rest of the top five a lap back. The second hour again had Suzuki on top, but by two laps — 81 to HRT's and both Kayo machines' 79. The third hour saw the two leaders bunch up with the Humans on top by almost 30 seconds. Pit stops and backmarkers put the Suzuki machine on top by four seconds during the fourth hour.

Minor situations never bothered either team. Going into the fifth hour, Atwell pitted with fuel starvation problems. He thought he was running out of gas, but when he switched to reserve it cleaned out. Short pit stops for brake pads and rider changes allowed the Humans to pick up a lap here and a second there only to see it whittled away in the fifth hour with Suzuki up by almost 45 seconds.

Ultimately, the Human's downfall came in the last hour. With Hall closing on the slowing Atwell, the Yamaha's front brake line blew, sending rider and machine to the pits.

With just 10 minutes remaining the race was red-flagged and called complete because of a seven-rider crash due to a severe oil spill in the back section of the track.

"I just wanted to run conservatively," said a calm and remarkably fresh Atwell moments after leading Team Suzuki to its fifth overall victory this year.

Turning in an outstanding race before succumbing to mechanical ills was the Virginia-based Cycle Sport with riders Chris Quinn, Glenn Szarek and Chris Hughes on a Smith Sport Cycle FZR1000. The hometown team ended the first hour just a single lap off the pace of Suzuki, Human Race Team and Kayo, working up to third overall the fourth hour before dropping out with drive train problems.

"The track is very slippery and faster than it usually is," said Hughes. "We started the race on soft Metzeler slicks and the tires looked okay, but the brakes were a bit spongy." •

Results

O/A: 1. Team Suzuki Endurance (Suz); 2. Human Race Team (Yam); 3. 5150 Racing (Suz); 4. Royale Racing (Suz); 5. Kayo Racing (Yam); 6. CIA Racing (Yam); 7. R&S Racing (Suz); 8. Team Dweeb (Yam); 9. Honda-BMW Motorsports (Hon); 10. Red Stripe Racing (Yam).

H/W S/BK: 1. Team Suzuki Endurance (Suz); 2. Human Race Team (Yam); 3. Kayo Racing (Yam); 4. R&S Racing (Suz); 5. Ammag Racing (Suz).

H/W PROD: 1. 5150 Racing (Suz); 2. Team No Breaks (Suz); 3. Team Bazooki (Suz); 4. Credit Card Racing (Suz); 5. Team Slug (Yam).

M/W S/BK: 1. Team Dweeb (Yam); 2. Honda-BMW Motorsports (Hon); 3. Tri-State (Suz); 4. Charm City Racing (Yam); 5. Team Motorhead (Suz).

M/W PROD: 1. Royale Racing (Suz); 2. Re-Cycle Racing (Hon); 3. Eclipse Racing (Yam); 4. Action Suzuki Racing (Suz); 5. Psychotic Petunias (Kaw).

L/W: 1. CIA Racing (Yam); 2. Red Stripe Racing (Yam); 3. Sport Cycle Racing (Yam); 4. Team Sledge (Kaw); 5. Frederick Town Yamaha (Yam).

Yamaha YZ250-mounted Duane Conner scored his first-ever overall win of the year at the Hookstown 100.

AMA National Championship Hare Scrambles/ Wiseco/Suzuki Grand National Cross Country Series: Round 12/9

Conner cooks Hookstown 100 National

By Davey Coombs

HOOKSTOWN, PA, OCT. 16

Yamaha-mounted Duane Conner scored his first major win of his career with the overall victory at the final round of the National Championship Hare Scrambles Series in Hookstown. Conner moved past early front-runners Kevin Brown and Scott Plessinger and was never headed for the next three hours as he rolled to a three-minute win over Brown, Team Husqvarna's Ed Lojak, professional motocrosser Tom Carson, and Open A class winner Steve McSwain.

Conner's win also catapulted him into third overall in the final points standings for the hare scrambles championship. The newly crowned Tony Hendon did not show at the final round, while series runner-up Lojak rode to third. Cagiva North American/Metzeler/Spectro/Smith/Acerbis-backed Mark Hyde was displaced by Conner for third in the rankings, while Kentucky's Scott Summers ended the season in fifth overall.

Other class winners at the Hookstown event, which acted as the ninth round of the National Cross Country Series, included A class leaders Craig Jones (125cc class), Ohio's David Shelly (200cc), Husky-mounted David Rhodes (Four-Stroke), and Joe Lojak (Senior).

The Hookstown 100 was held at Beaver Valley Raceway in western Pennsylvania. The eight-mile long course, laid out by track operator Tom Meyers, was tight and challenging, incorporating several steep climbs and the facility's motocross track in its design. Although the area's dry autumn made the going dusty in places, most riders seemed quite pleased with the course itself. Approximately 200 riders were on hand for the three-hour run.

After a short delay on the starting line to fit in all of the riders according to class rows, Maier/Dunlop/Smith/MJ USA-backed Brown placed his O'Nail-Lancaster Sports Cycle-sponsored Yamaha into the lead once the green flag waved. Kawasaki-mounted Scott Plessinger and Lojak swept in from the outside with Conner, Carson, Shephard and G&G Cycle's Rick Claxton jamming to the inside of the first corner. Brown would lead the pack for the first mile until Conner went past, though a short time later Brown was back in front. Another change before the completion of the first 21 minute lap would see Conner back in the lead.

Both Jones and Joe Lojak piloted their Yamahas to dominating class wins. Jones betterd Ohio YZ125 rider Joe Krivesti and BT Racing/Gear Racewear's David Fallas by more than five minutes in winning the quarter-litre A class, while Lojak topped Suzuki-mounted Bill Moroz and Michigan's Clair Parlin by more than 10 minutes. By virtue of his high score Lojak all but clinched the cross country Senior A title.

In the 200cc A class, Ohio's David Shelly pushed his Honda to a one minute win over Pennsylvania rider Donald Bigley and Cagiva-mounted Buddy West, while Washington's David Rhodes made his trip worthwhile with a convincing Four-Stroke A win over Kentucky's PBI/Oury/SuperTrapp/Honda of Prestonburg-backed Carey Stump and Ohio's Charles Dailey.

The first casualty of the day was the Bridgestone/Al Baker/Super-Trapp/Hallman-backed Summers, who lost all of the air out of his back tire before completing the first go-around. Summers had picked up his first major win only two weeks before in round eight of the cross country series, but in Hookstown, he could only manage 20th overall after assorted troubles plagued him throughout.

After two laps Conner had stretched his lead to more than 20 seconds on Brown with Lojak and Plessinger running almost a minute behind. McSwain was holding the Open A lead on his Barr's Comp./Scott-backed CR500 with Carson and Hyde following in short order. Hyde would be forced to drop off of the pace on the very next lap when he planted his foot hard in a corner and suffered a possible fracture. He would continue for almost an hour before finally withdrawing.

KTM-mounted Mickey Dorman picked up the first place trophy in the 33-rider Junior class, the biggest division on the line. Dorman bettered runner-up Paul Michels' Can-Am by 75 seconds, while third spot went to Honda rider Albert Swager. Clayton Soles' Open B class win allowed him to move closer to the title in that class, as he beat his main rival, Husqvarna-mounted Barry Gaston, by more than five minutes. Kawasaki's James Chappell was third at the finish.

Kentucky's Barron Allen, the series front-runner in the 250cc B class, added to his lead with a division win at the Hookstown 100. Allen topped CR250 rider Brian Tremblay by approximately two minutes with third place finisher Frank Keegan 10 more back. In the 27-rider 200cc B class Honda-mounted Jeff Lauth did the trick up front, putting in eight laps in the race compared to no more than seven for his class contenders. Yamaha-mounted Syd Loveday placed second with series contender Ralph Thorn a short ways back on a Gear Racewear/Blendzall-backed YZ125.

When Conner broke from the trees to complete his third lap he was still 20 seconds up on the number two rider, but now it was Plessinger in the runner-up spot on his Smith/Maier/Tsubaki/O'Neal/G.J. Settles-backed KX250. Aggressive riding combined with a Conner pit stop had allowed Plessinger the opportunity to wipe out the leader's margin, but before Plessinger could make up the final few seconds his ride came to an abrupt halt.

"The bike began to rev high just after the third lap barrels," said a disappointed Plessinger afterwards. "I started to think,'hey, this thing's running out of gas!,' and then it did."

A quick post-race check on Plessinger's bike showed the problem to be a clump of dirt in the float bowl of his carburetor.

With Plessinger out Brown again took over the number two position behind Conner, while Lojak, McSwain, and Carson followed a short time later. Pennsylvania Honda rider Keith Rodgers was in control of the second Open A position with YZ490 pilot Stan Lojak and KK Supply/Answer/Smith/Maier rider Shephard following.

Four-Stroke B series front-runners Harvey Whitaker and Tracy Warrington went one-on-one in their class for the full three hours before Kentucky's Whitaker emerged the winner. Warrington was less than a

Kevin Brown (21) grabbed the early lead ahead of Tim Shephard (7) and Scott Plessinger (4). Brown finished second overall.

Open A class winner Steve McSwain (79) leads motocrosser Tom Carson. Carson finished fourth overall after passing McSwain.

minute behind at the checkered flag, while Maryland's Kevin Howser held on to third. In the Super Senior B division Richard Karr kept his title hopes alive with a seven minute win over New York's Gary Doerr. West Virginia's Ronald Rose was third on the day.

Steve McSwain, Sr. took the Senior B first place trophy home to North Carolina after bettering West Virginia's David Gillian by just 15 seconds. Pennsylvania's Marty Strouse rode to third. In the Masters class Johnny Lee put in his usual fine ride, topping runner-up Charles Hyde by a comfortable margin. Both riders put in six laps, while the third place finisher, Husky-mounted Donald Harless, completed five.

As the race began to wind down Conner continued to cruise out front, adding time to his lead each lap. Brown conceded the win once into the final hour and cruised to the checkered flag in an impressive second overall position. Lojak was next, two minutes behind Brown, five seconds off of Conner's time. That finish should be commended in that Lojak rode the entire run with a painful knee injury that nearly kept him at home. Carson came across the line in fourth on the Gear/CTI/Bel-Ray/FMF/Boyesen Honda with another pro MX contender, New York's Andy Stacy, fifth.

McSwain ended his day in fifth overall with the Open A win in hand, while Rodgers rode sixth, second in that class. Shephard, Lojak and KTM-mounted Tom Eschtruth rounded out the Open A top five. ●

Results

O/A: 1. Duane Conner (Yam); 2. Kevin Brown (Yam); 3. Ed Lojak (Hus); 4. Tom Carson (Hon); 5. Steve McSwain (Hon).

OPEN A: 1. Steve McSwain (Hon); 2. Keith Rodgers (Hon); 3. Tim Shephard (Yam); 4. Stanley Lojak (Yam); 5. Tom Eschtruth (KTM).

250 A: 1. Kevin Brown (Yam); 2. Edward Lojak (Hus); 3. Thomas Carson (Hon); 4. Andrew Stacy (Kaw); 5. Joel Jenkins (KTM).

200 A: 1. David Shelly (Hon); 2. Donald Bigley (Yam); 3. Buddy West (Cag); 4. Ron Laughlin (Kaw); 5. James McCall (Kaw).

125 A: 1. Craig Jones (Yam); 2. Joseph Krivesti (Yam); 3. David Fallas (Kaw); 4. Mike McCarren (Cag); 5. Richard Blancato (Hon).

4-STRK A: 1. David Rhodes (Hus); 2. Carey Stump (Hon); 3. Charles Dailey (Hon); 4. Charlie Williams (Hus); 5. Charles Hawk (Hon).

SR A: 1. Joe Lojak (Yam); 2. Bill Moroz (Suz); 3. Clair Parlin (Yam); 4. Charles Orr (KTM); 5. Jim Wojanis (Yam).

OPEN B: 1. Clayton Soles (Yam); 2. Barry Gaston (Hus); 3. James Chappell (Kaw); 4. Robert Seese (Hus); 5. Kevin Hagedorn (Hon).

Despite an ailing knee, defending National Champion Ed Lojak piloted his Husqvarna to third overall.

Washington's David Rhodes took top honors in the Four-Stroke A class after finishing 10th overall on a Husqvarna.

250 B: 1. Barron Allen (Hon); 2. Brian Tremblay (Hon); 3. Frank Keegan (Yam); 4. Bart Lorusso (Yam); 5. Stan Belville (Hon).

200 B: 1. Jeff Lauth (Hon); 2. Syd Loveday; 3. Ralph Thorn (Yam); 4. Robert McClelland (Hon); 5. Daniel Sagath (Yam).

4-STRK B: 1. Harvey Whitaker (Hon); 2. Tracy Warrington (Hon); 3. Kevin Howser (Hon); 4. Perry Peters (Hon); 5. Dino Colaianni (Hon).

SR B: 1. Steve McSwain (Hon); 2. David Gillian (Hon); 3. Marty Strouse (Hus); 4. Steve Zoybicki (Suz); 5. Richard Scott (KTM).

JR: 1. Mickey Dorman (KTM); 2. Paul Michels (C-A); 3. Albert Swager (Hon); 4. Thomas Marchese (KTM); 5. Gary Shipley (Hus).

S/SR: 1. Richard Karr (Kaw); 2. Gary Doerr (Kaw); 3. Ronald Rose (Yam); 4. William Miller (Hon); 5. Ned Greeneltch (KTM).

MSTR: 1. Johnny Lee (Yam); 2. Charles Hyde (Hus); 3. Donald Arless (Hus); 4. Bill Hartsell (Yam).

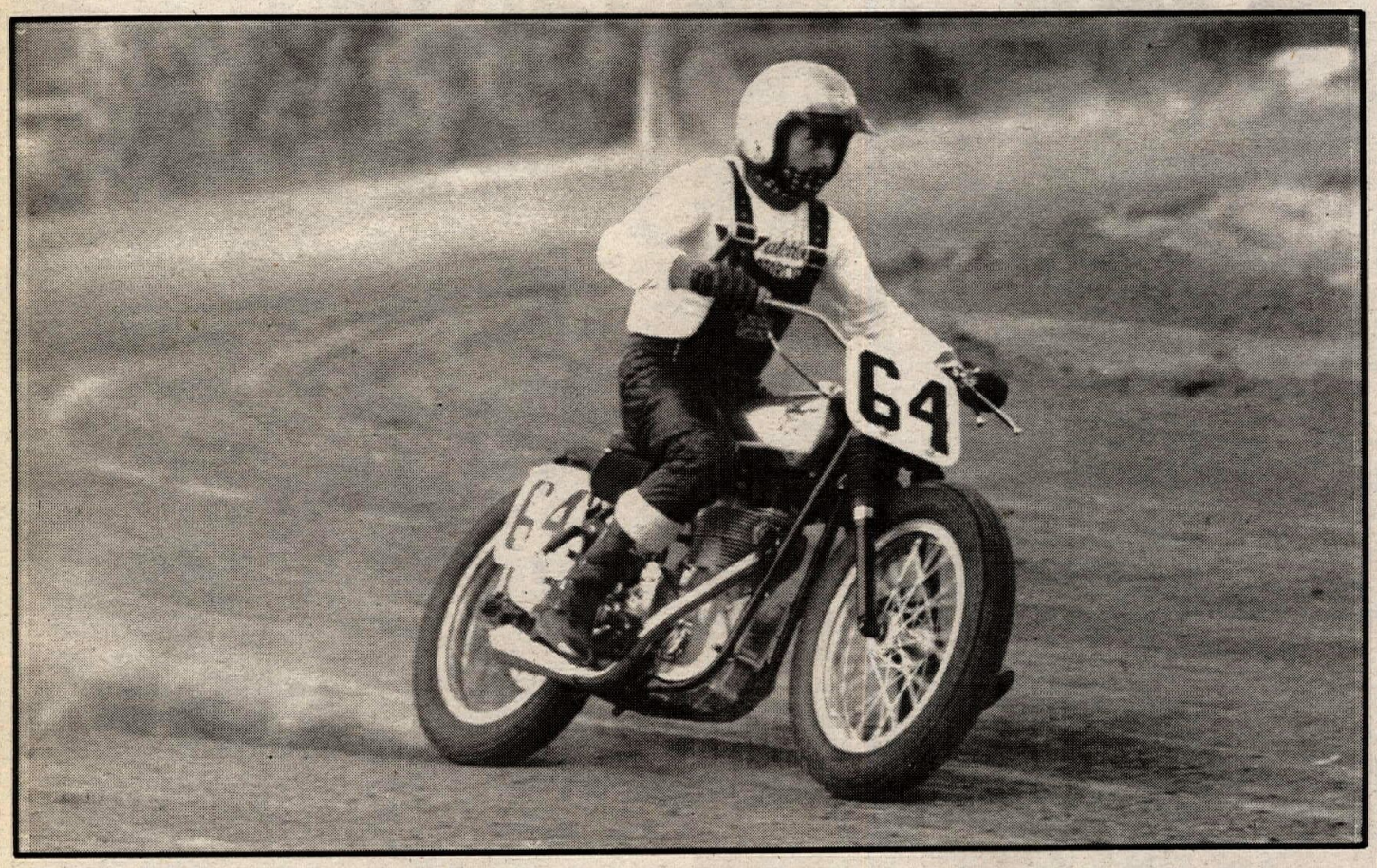
125 YTH 16-17: 1. Brian Keegan (Suz).

125 YTH 12-15: 1. Ernie Vasil (Cag); 2. Bradley Staley (Yam).

85 YTH 12-15: 1. James Miller (Hon); 2. James Slowik (Suz); 3. Michael Farber (Kaw); 4. Josh Lojak (Yam); 5. Corey Greeneltch (Kaw).

5th Annual Dick Mann Vintage Dirt Bike Rally

Dirt, stories fly at Sandhill Ranch



England's Adrian Moss, four-time International Grass Track Champion, rides one of Dick Mann's BSAs.

By Margie Siegel
Photos by Nick Cedar

BRENTWOOD, CA, OCT. 16

"Hey, you guys! My section starts between those two poles. I gotta concentrate." The kidders moved out of the way of Tom Dabel, novice trials contestant, still wisecracking." That's the most serious I've ever seen him," claimed one. The trials contest which kicked off the 1988 Dick Mann Vintage Dirt Bike Rally was moving along nicely, despite the organizers having to cope with all sorts of entrants from eight-year-old kids to guys old enough to be their grandfathers. All levels of ability participated, from rank novices to hardened veterans (including some of those eight-year-old kids).

For the fifth time, the Dirt Bike Rally was off and kicking at the Sandhill Ranch, a scarred moonscape of a dirt bike facility in the hills east of San Francisco. The rally was originally organized to provide fun for two-time Grand National Champion Dick Mann and fellow dirt bike enthusiasts. It has mushroomed beyond anybody's imagination. Several thousand spectators and participants now show up. The motocross portion of the program is now a sanctioned vintage motocross race, taking place the week after the other events of the rally.

Several dozen beautiful examples of the motorcycles of times past entered the concourse. Racers from the thirties, forties and fifties lined up, all faultlessly restored. Antique parts sellers, absent in years past, were very much in evidence and heavily patronized.

The trials' portion of the show, which five years ago was a demonstration by a couple of transplanted Brits, is now a recognized vintage bike competition with judges, scoring and trophies.

Adrian Moss, four-time International Grass Track Champion and promoter of a similar show in England, arrived from the other side of the Atlantic to take part in the trials' competition. "Someone has to come to represent us, since so many of you make it over to our side of the water. I also came here to dry out, since we had no summer at all, pouring rain all the time. Would anybody offer me a job?"

The next event after trials was a hillclimb demonstration. Three menacing looking Harley-Davidson WRs lined up at the bottom of a medium size hill, chains around the rear tires. A large audience gathered to hear Marsh Runyon, a huge person, Pete Silva, a small person, and Keith Roesler, an in between size person, blast their bikes to the top. Unfortunately, Silva's bike broke its clutch just before he made it, but Runyon had the crowd cheering as he blasted to the top three times. Roesler was less noisy, but made the fastest time.

The rally serves as an old time Racer's Reunion, where those who lined up at the grid in the forties, fifties and sixties can meet their old pals and reminisce.

"Oh, I come every year," smiled Ken Eggers, top racer at Bay Meadows in the early fifties. "Dick Mann was my amateur when I was running for Hap Alzina. There were some real characters then . . . Hey Cliff!," he yelled at Francis Clifford, another prominent San Francisco racer in the early fifties. "What was Frog's real name? Frog and Koko would show up at the races in a hearse with a pot belly stove in the back and play cards. Do you remember when . . ."

Non-racers were also busy catching up on gossip and swapping stories. "A grand celebration." said Pat Munroe, San Francisco motorcycle dealer. "Although it's supposed to be just vintage bikes, it's a little shot in the arm for motorcyling in general." "I ride bikes, I know some of the people who are riding trials today," said John Thielen. "I'm enjoying myself and I'm developing an interest in trials very fast."

Part of the festivities involved bringing some of the old timers out and interviewing them. The theme of this year's interviews was the Old Days at Ascot, the legendary track in southern California. Neil Keen, Number 10 and a consistent winner at that track, recalled fighting with the AMA over his number plates. "They changed my number and didn't tell me why. I liked my old number so I fought back by using weird number plates. They said they had to be normal block letters. So I used block letters all right, Roman numerals, or spelling out the word *ten*. Oh, they really hated it." Joe Leonard, former Grand National Champion, shared his memories of

An unidentified trials contestant works his Greeves through a section. The fingers show he's lost one point.

Pete Silva attempts the hillclimb. His clutch failed before the top.

some of the crazy things they used to do at the Sacramento Mile. Gary Nixon, another former Grand National Champion, got up and told a few stories. Tom Sifton, designer of racing engines for decades, arrived leaning on two canes, but was hale enough to crack a few jokes. Mert Lawwill, yet another former Grand National Champion, and Sammy Tanner, Ralph White and Jimmy Odom took their turns at the mike. Hap Jones, now at least 90, said a few words to the crowd and Mann promised that he would save up all his money and buy a PA system. Cheers — the PA was one of the few parts of the show that didn't work smoothly.

The last event was the dirt track exhibition. Sandhill Ranch boasts a quarter mile track. One by one, the old dirt track bikes were waved out on the track, did few laps and went back in. This was not a real race, but the crowd hugging the fence urged on the riders to faster laps and bigger roostertails of dirt.

Gordon Rudy, Class "C" Pro and son of an old time racer, took out an Indian built by Eddie Bratton and managed to whip the crowd up along with the track.

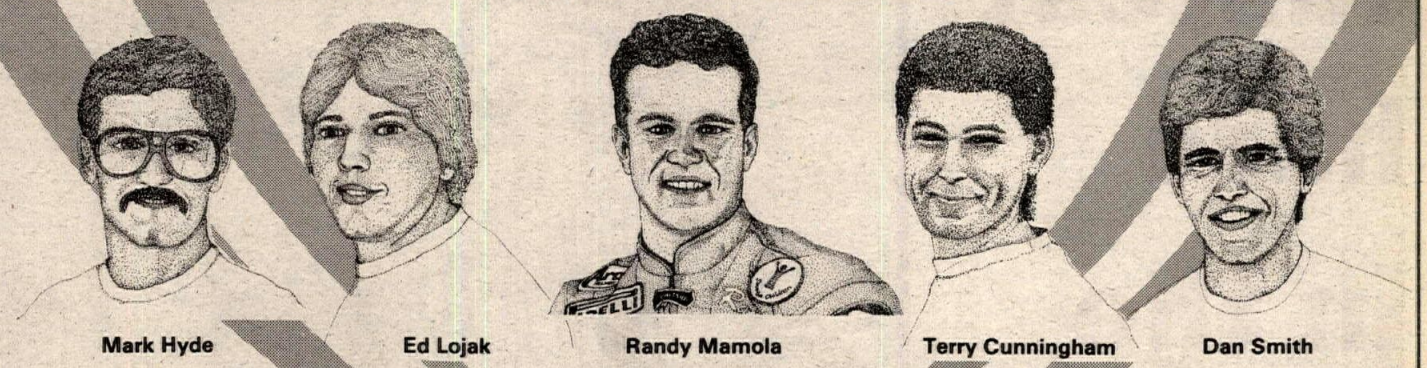
Francis Clifford, always a crowd pleaser, dumped his bike and got bigger cheers than ever when he got up, got it going again and did his laps, as fast as ever. Of course, the loudest noise was saved for Dick Mann himself, showing his race form on a BSA.

Someone asked Gary Nixon if he wanted to take a lap. "I did that a couple of years ago. It scared me. I didn't remember how fast we used to go."

The spirit of the event was best summed up by Dinosaur Racing, a vintage motocross race team. They had a tent with a banner which read, "You're Never Too Old To Have a Happy Childhood." •

CAGIVA
Husqvarna
DUCATI

RUN FOR THE GOLD



Mark Hyde | Ed Lojak | Randy Mamola | Terry Cunningham | Dan Smith

Team-up with
Mark, Ed, Randy, Terry and Dan.
Join CAGIVA'S
"RUN FOR THE GOLD" TEAM

Results

1988 AMA
Pro Twins Championship

Rider: DALE QUARTERLY
Tuner: "Fast by Ferracci"
Motorcycle: DUCATI 851 Superbike

Congratulations, Dale!

AMA National Hare Scrambles
Sand Springs, OK Oct. 2, 1988

1st 250cc
MARK HYDE — Husqvarna WRK

1st 4-Stroke
DAVID RHODES — Husqvarna 510

AMA National Hare Scrambles
Millville, MN Oct. 9, 1988

1st 4-Stroke
DAVID RHODES — Husqvarna 510

RUN FOR THE GOLD
DUCATI
CAGIVA NORTH AMERICA

Smith Dusts the Competition

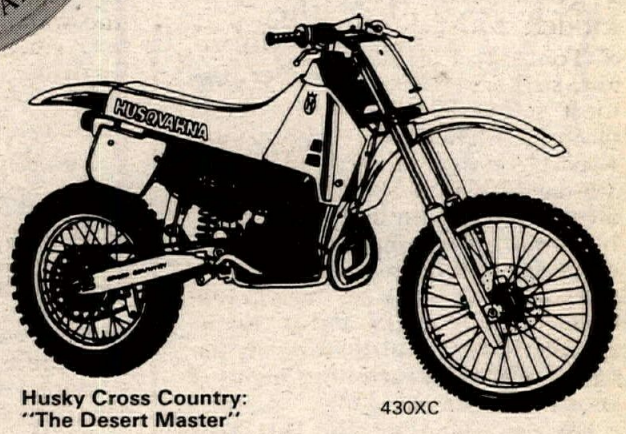
AMA District 37
Check Chase Hare & Hound
Lucerne Valley, CA Oct. 9, 1988

DAN SMITH pilots his Husqvarna to 1st Overall among over 300 racers.

Congratulations, Dan!

The Husqvarna Cross Country Models

The motorcycle that dominates Hare & Hound and Hare Scrambles nationwide. Four models to choose from:
250XC, 430XC, 500XC, 510TX



Husky Cross Country:
"The Desert Master"
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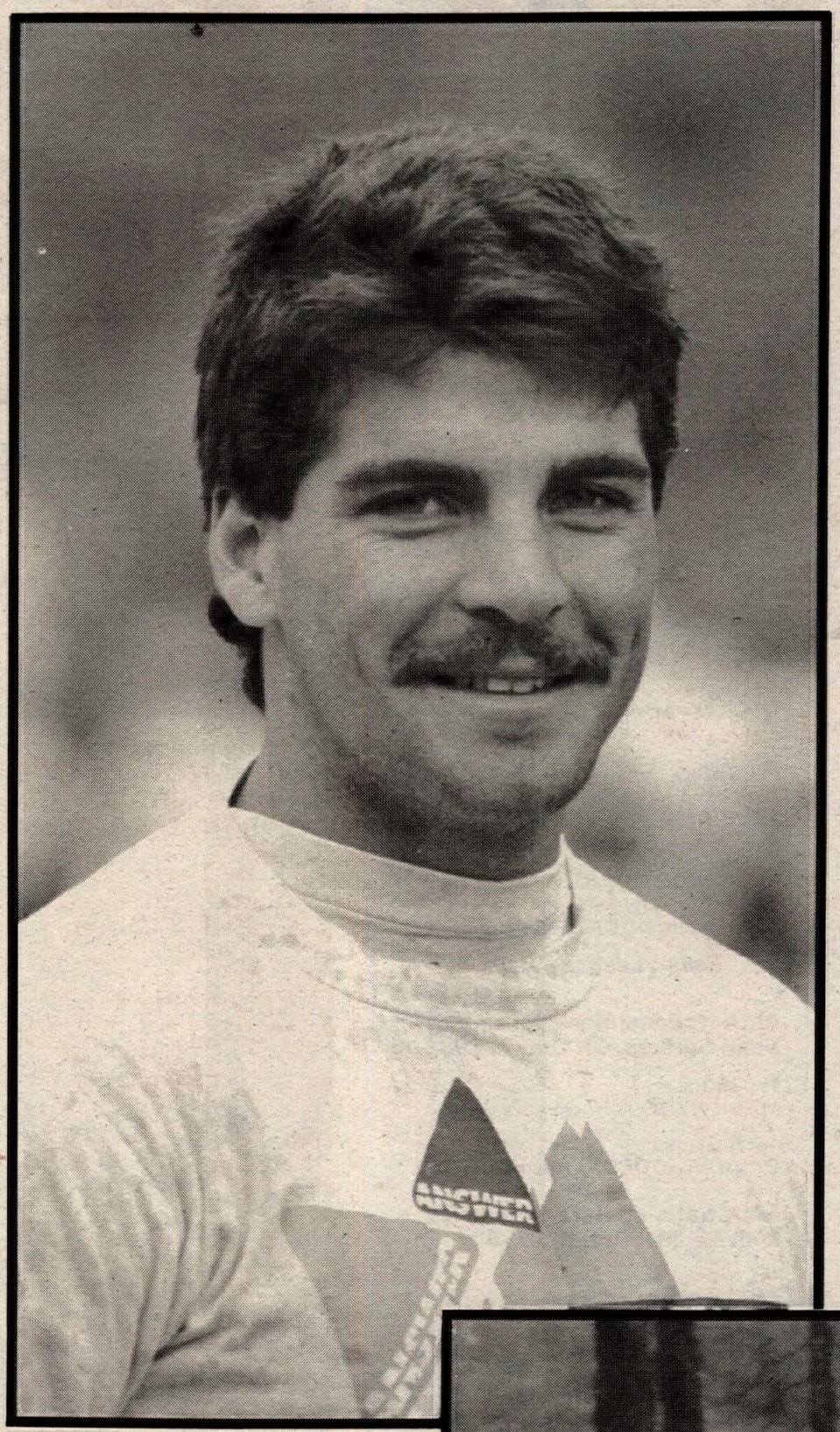
Interview: 1988 National Hare Scrambles Champion — Tony Hendon

The fastest hare in the woods

By Kit Palmer



Hare scrambler Tony Hendon captured his first-ever National Championship in 1988 with a near-perfect record.

Winning the National Championship Hare Scrambles title is just about the highest honor Kentuckian Tony Hendon could ever want. The title means you're the fastest woods rider in the nation and that's quite an honor for someone from the eastern part of the country where 99.9 percent of all off-road motorcycle riding is done in the woods. Being the best hare scrambles racer in the East is like being the top dog sled racer in Alaska.

Hendon was born and raised in Murray, Kentucky, and he recently claimed his first-ever National Championship Hare Scrambles title and did so with a near perfect record. In 12 races, with the seven best rides counting towards the National Championship, Hendon tallied six wins and one second to strip long-time rival Ed Lojak of the title.

"I'm still on cloud nine," said Hendon. "The National Championship means an awful lot to me, and I proved to myself that I could do it. I had a goal to win the National, and I did just that. It's a great feeling."

The 24-year-old Hendon began riding motorcycles when he was five years old but didn't actually start racing until 1982 when he was 18.

"My first bike was a Honda QA50, ya know, the one with the little fat tires, and my older brother, Roger, had an old TT350 or something like that. He's always had a bike, and as far as I can remember, I've always had a bike, too. He never raced, but we did do a couple of enduros, then we started hare scrambling together, then he, sort of, faded away from hare scrambles. In 1982 I started local hare scrambles, and I've never really done any motocross or anything like that, until here of late."

Hendon's family has backed Tony's racing fully, and at most Nationals, you can usually find Tony with a crowd of people around him, usually family and friends.

"They go to just about every race — they love it. My whole family likes it."

Hendon's family consists of his older brother Roger, 30, his sister Sonia, 28, and his parents Rachael and Dorsey.

"They get so involved. It's kind of strange, because you know when ya go to a race, you see a lot of guys there by themselves, and it seems like I got about five or six people always around. It's pretty neat."

Tony's father owns his own trucking business in Tennessee, called Dee's Trucking, and the whole family is involved in the company, including Tony.

"My dad is the president, and me and my brother are vice presidents, and my sister is secretary and treasurer. It's a seven to five job, six days a week. It pretty much supports my racing — it (racing expense) comes right out of my own pocket."

Hendon's first real try at the National Hare Scrambles Series was in 1985, when he won the 200cc class on an IT200 Yamaha. From there, Hendon made a serious attempt for the overall championship on a Yamaha YZ250 and finished sixth. In 1987, Hendon was a serious contender on a Can-Am and finished a close third behind Lojak and Kevin Brown. During the same year, Hendon tried his luck in the ISDE Qualifier Series but failed to make the team. In 1988, Hendon switched to ATK after the demise of Can-Am and won the championship hands down.

The start of the 1988 season, Hendon knew what he had to do.

"I went into it (the National series) with a clear mind. Just about every day I was either doing something to my bike or to my body, getting ready for the Nationals. I knew my bike and my body was ready, and all I had to do was go out there and have fun. I knew I had to go out there and set a good pace and let everything come together. I didn't want to push myself too much and risk crashing or something. I have too much going to go out there and kill myself over a bike race."

Hendon received some support from ATK.

"I bought two bikes (ATKs) — I got pretty good deals — and some parts, but I went through them real quick. That's about it."

Hendon rode a two-stroke ATK 406, giving the company its first National title. Hendon will return next year to defend his crown.

Not only does Hendon race, he works full time as vice president in his dad's trucking company.

The defending National champ Ed Lojak was Hendon's main concern going into the season. The two aren't known to be really good friends, and an early season, post-race, shoving match didn't improve their relationship much, either. But the two riders soon shook hands and settled any disputes on the track.

"Yes, Ed was my main concern. I haven't got anything against him, he's a pretty good guy, actually. We just put our race faces on and that's about it. The only time we ever talk to each other is at the races."

Lojak won two races in the season, but an injured knee late in the series eliminated whatever chance he had of catching Hendon. However, Lojak wasn't Hendon's only threat.

"I had a lot of tight races with Mark Hyde, and there was Scott Plessinger, Duane Conner and Scott Summers. There were four or five guys that at any time could've pulled off a win."

Hendon clinched the title October 9 in Millville, Minnesota, the second-to-last round of the series. He won the race for his sixth win of the series. With one round remaining, Hendon was thinking of traveling to Hookstown, Pennsylvania, to try and become the first rider in the short history of the National Championship Hare Scrambles Series to score a perfect win record, but responsibilities at home and at work kept Hendon from riding the final race.

Motorcycles aren't his only interests. When he's not out trail riding on his private small farm in the woods, Hendon has other hobbies to keep him busy.

"I love to Jet Ski. We live right on Kentucky Lake and do a lot of Jet Skiing, and I like to hunt. Mostly dove hunting, but my brother just bought a deer rifle — I've never gone deer hunting, but I'm going to start this year on my farm. I bought the farm basically for a place to ride. It's pretty close to our shop. I like to do a lot of trail riding, and I do a lot of it, usually after work. The trails around here are tight but not too technical."

Hendon plans on defending his title next year.

"As long as I'm riding I'll be happy no matter what I'm doing. I might even ride the ISDE Qualifiers if things go that way. I just want to ride, and I'm still young." •

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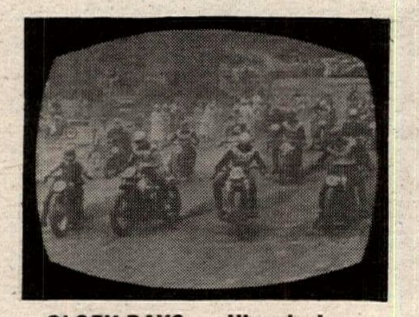

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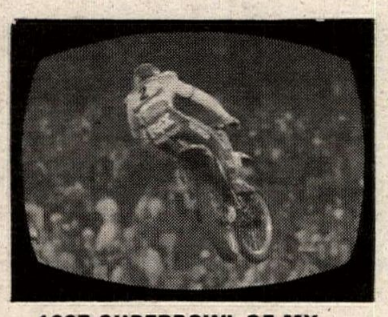

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Test: 1989 Suzuki RM125K

Moving a step closer to the top

By Nate Rauba
Photos by Kinney Jones

Sometimes, as the old saying goes, the more things change, the more they stay the same. And that old saying just about fits the 1989 Suzuki RM125.

While last year's RM250 got all the attention, the RM125 went basically unchanged and, although it had enough power to keep most riders happy, it didn't have enough horsepower to put it at the top of the highly-competitive 125cc class. This year Suzuki totally revamped the RM125 but, once again, it shares some of the same traits as previous RMs. It is a good-handling, well suspended bike but not extremely fast. Quite quick, but not fast.

So what's new?

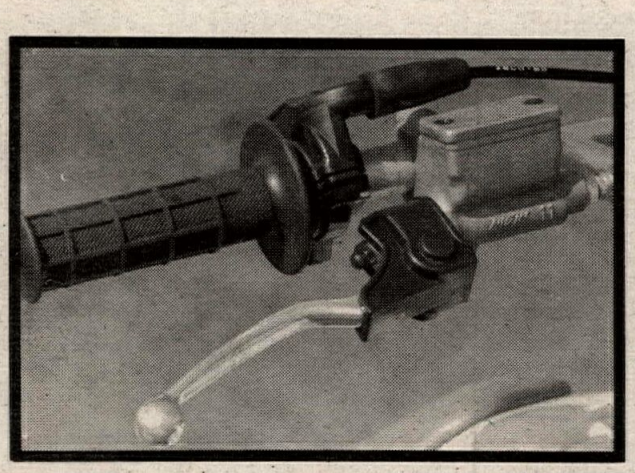
It's almost better, as Suzuki says, to describe what isn't new on the RM125. That leaves only the wheels, color and maybe a few other items since most everything else has been changed in some way.

The new motor in the RM125 features an all-new case reed-valve system. Suzuki switched to the case reed from the piston-port reed design found on last year's model, and mated with the 35mm Mikuni TMX carburetor with crescent-shaped slide introduced on the '88 machine, the combination is designed to increase low-end and midrange power.

While the case-reed and carburetor help give the RM a potent low-end, Suzuki's Automatic Exhaust Timing Control (AETC) is retained to boost top-end power. The design remains the same with a pair of valves that slide back and expose a higher exhaust port as the revs rise. Once the gasses escape from the cylinder they are routed through a new exhaust pipe and out an all-new, repackable, quieter oval muffler. An additional cylinder head bracket has been added to help reduce vibration.

Within the six-speed transmission the diameter of the shift fork shaft has been increased from 10 to 12mm, and bearings now support the gear shift cam for easier shifting. Although there have been no changes to the clutch, the pull is now much easier than before, thanks in part to a redesigned lever. Unfortunately, Suzuki still hasn't gone to a quick-change clutch cover, the whole right side cover still has to come off in order to get to the clutch.

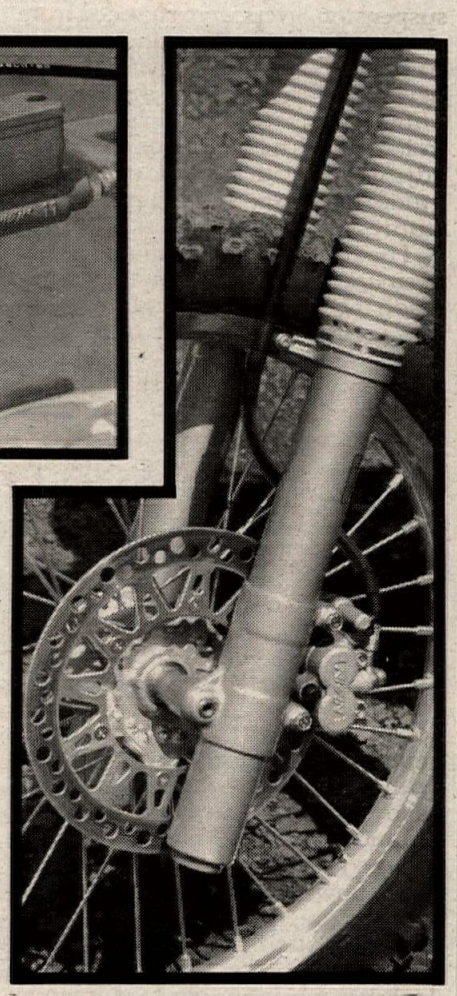
Several chassis changes were made, primarily due to suspension changes. The front suspension now features 46mm Kayaba forks, up 3mm over last year's, and with the increased forks the frame's rigidity also had to be increased to handle the greater loads placed on the frame. In order to reduce weight, the left side sub frame has been changed from steel to aluminum.



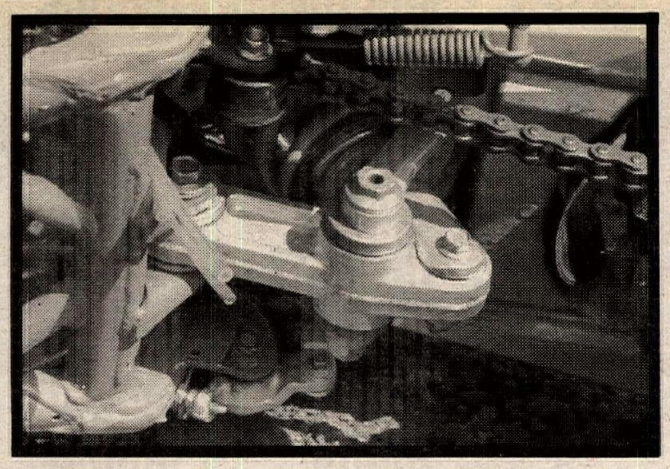
Not only has the frame become more rigid, but it also carries a lower center of gravity. With the pipe swept back and up to the bottom of the gas tank at a lower angle, the radiators could be lowered 50mm, and the left side of the fuel tank dips 130mm lower than last year's to get the weight of the fuel down farther. Fuel capacity has also been increased from 1.8 gallons to 2.1, and the top surface of the fuel tank has also been lowered 35mm.

Inside the 46mm KYB fork low-friction bearings are utilized for improved damping characteristics, and the damping is still fully adjustable with 21 compression and rebound settings. Although the forks are larger than last year's they are also slightly lighter due to thinner walls.

The Full Floater rear suspension has also lost some weight. The shock has been lightened along with the



Front brake action has been improved by a larger disc, new brake pads and reshaped lever. Massive 46mm forks increase front-end rigidity and help make the RM125 turn quickly.



The Suzuki is light and easy to manuever either in the air or on the ground. (Inset) The rear suspension linkage has been changed from steel to aluminum.

all-new swingarm, and the rear suspension levers were changed from steel to aluminum to reduce weight. At the end of the swingarm is a trick new chain adjustment system that only requires two wrenches — one to loosen the axle and one to use the adjusters. And the plastic chain guide has been reinforced with a sturdy aluminum support.

The front disc brake diameter has been increased to 250mm, and the disc has been hardened and brake pad size increased. The rear brake now has an aluminum brake pedal to reduce weight, and the shift lever is also aluminum.

Ergometrics have also been changed due to the new gas tank and lowering of weight. The seat is thinner and flatter, allowing the rider to slide all the way up to the gas cap, and the midsection is also narrower. New Honda-like grips grace the ends of the reshaped bars, and the lever shape has also been changed for easier operation.

And, finally, the RM125 even looks all-new. At last Suzuki replaced the duckbill front fender with a new unit, the rear fender is also reshaped and the radiator shrouds are now slimmer and have a more racy look.

So how do all of these changes work on the track?

It's a good thing the RM125 is easy to start, because the new, stubby kickstarter brings your foot down on top of the peg. A few jabs gets it going when cold, and after the engine is warm it will often fire with just a half-kick.

After taking off the first thing you notice is the broad pull of the low-end all the way up through a fat midrange. The power comes on smoothly, so smooth that there is no definite hit. That's what Suzuki wanted because, they feel, that a sudden burst of power tends to sack the suspension and makes the rear end harder to control. The trouble is, without that hit the bike just feels slower than it actually is.

The meat of the powerband is, like last year, in the midrange. Short-shift the motor to keep it there and the little RM goes from one point to the other quickly. This works fine on flat, smooth tracks, but unfortunately all tracks aren't that simple.

When the engine is revved into the top-end of the powerband, the power delivery quickly falls off. The engine will rev, but it won't produce much usable power. This becomes a problem on uphills when you need to rev the engine out before shifting into the next gear. With the Suzuki you can rev the engine so it won't bog when it tries to pull the next gear, but the revs end up slowing the bike down. Different gearing could be the answer here.

And speaking of shifting, the RM does it flawlessly. Shift action is very smooth, and we rarely had problems with missed shifts. An excellent clutch helps, and the light pull makes it easy to use either when shifting or when you need to bring the revs up. The clutch doesn't fade or get grabby during a long moto, either.

Suzuki has always had one of the best suspension systems on the track, and this year is no different. The rear end tracks well over whoops and other rough terrain, and even square-edged holes don't present much of a problem. There is rarely ever an unexpected hop or kick.

Up front the new forks almost work equally as well. Their only flaw seems to be a trace of harshness at the beginning of the stroke, which we found to be most apparent when landing on flat ground from a drop-off. Other than that the front, as well as the rear, handled everything from stutter and braking bumps to hard g-outs with no problems.

Due to the increased rigidity of the forks and rider mobility, the RM turns quickly and precisely. All the rider has to do is slide way up on the tank and crank the bars. Last year's bike was happier laid over in the berms, and while the '88 model will easily rail a berm it will also turn an inside line quickly and with precision. We discovered this while trying to ride a sweeping, hard-packed berm covered with a thin layer of sand. If the front end was just slightly turned while in the berm, the bike followed. It goes where it's pointed.

The Suzuki is light, 192 lbs. dry, and it feels even lighter when in motion. It is easy to flick into corners, and when airborne, and it is easy to loft the front end over obstacles.

Moving around on the RM is a cinch thanks to the narrow, flat seat and slim tank junction. You can move way up on the tank or hang over the rear fender with ease, but hanging back could be uncomfortable since the seat is too thin near the end.

The new levers make clutching and braking easy, and the front brake works exceptionally well with the larger disc and new pads. The rear brake also works well and isn't so grabby that it locks the rear wheel.

So what's the low-down?

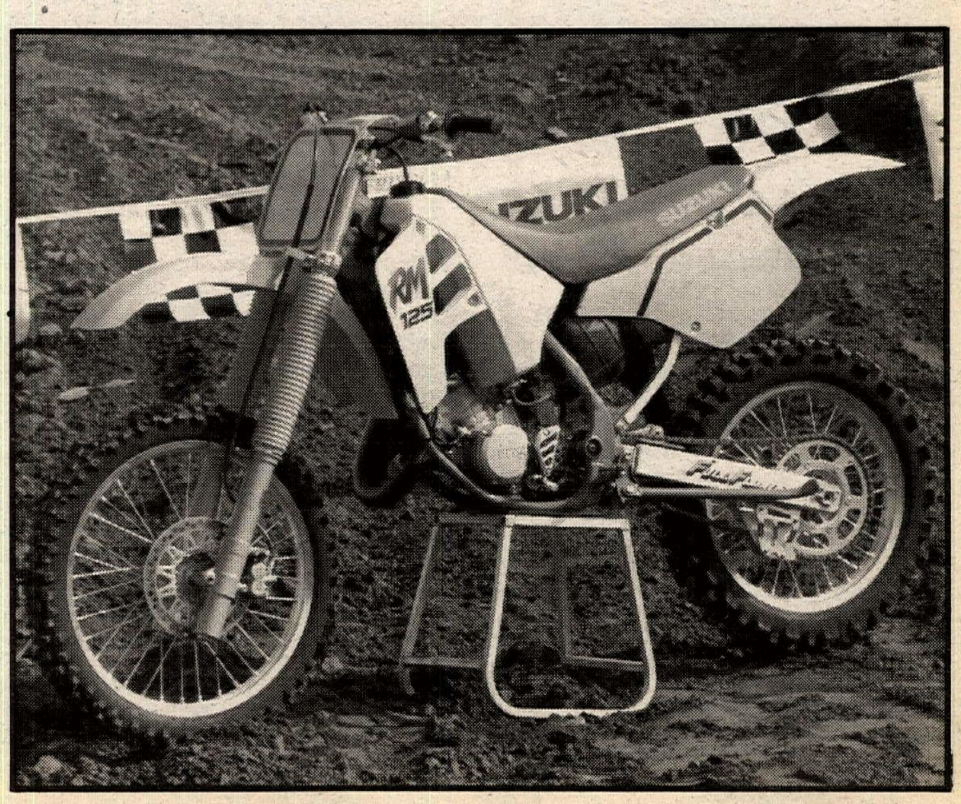
While the 1989 model puts Suzuki closer to the top than they've been in a number of years, it still just misses the mark due to its lack of top-end power. But that's not saying that the RM125 isn't a winner, because when kept in the potent midrange, along with the RM's superb handling, it can get you there.

But not every RM will be used on the race track since a lot of race machines end up on the trails. And the RM125 will do a splendid job as a trail or play bike. The broad low-end and midrange make it perfect for just cruising around, and there is no abrupt burst of power to intimidate the average rider.

For those who do plan to race the RM125 seriously, Suzuki's $1.7 million contingency program, which pays cash to pros and certificates for Suzuki products to amateurs, could help to put it at the top●

Suzuki RM125K

Engine type	Liquid-cooled, two-stroke, single
Bore x stroke	54 x 54.5mm
Displacement	124cc
Compression ratio	8.9:1
Carburetor	35mm Mikuni
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Frame	Single downtube, split double cradle
Rake	N/A
Trail	N/A
Front suspension	Kayaba cartridge telescopic fork
Fork tube diameter	46mm
Front wheel travel	12.2 in.
Rear suspension	Kayaba single shock
Rear wheel travel	12.8 in.
Front brakes	Disc
Rear brakes	Disc
Front tire	80/100-21
Rear tire	100/100-18
Claimed dry weight	192 lbs
Overall length	84.4 in.
Overall width	32.1 in.
Overall height	49.2 in.
Wheelbase	57.1 in.
Fuel capacity	2.1 gal.
Ground clearance	14.2 in.
Seat height	37.8 in.
Colors	Yellow
Retail price	$2999



Suzuki finally changed the plastic so that the RM125 even looks all-new. The new case-reed motor delivers improved power.

BMW 'liner scorches Bonneville

By Dorde Woodruff

WENDOVER, UT,
SEPT. 30 - OCT. 3

A small but interesting group of motorcycles ran the Bonneville World of Speed invitational late-season meet designed for long-course vehicles. All streamliners are invited.

Cars are supposed to be in the 200mph category or over, and bikes should be capable of 175mph or more. But this won't be strictly enforced until the meet reaches its limit of 75 vehicles. This year there were almost 60.

You might say the most successful motorcycle of the meet was the Becker-Lyon-BMW streamliner. It lived up to its potential with a 203.908 run and three others over 200, running as at Speed Week with only the front two pieces of its shell as yet finished and installed.

Top speed with the turbocharged K100 four-cylinder, 1000cc, water-cooled engine is limited by the gearing. A very few custom sets were made in Germany with a ratio of 2.62, and driver Ken Lyon figures the fastest gearing that would fit in the box would be about 2.45. The factory cams on the K100 limit RPM to 10,500, and no other cams are yet available; this engine can go only 188 with stock gearing of 2.81.

This was a continuation of Lyon's campaign with the bike begun at Speed Week in August, when the bike was sufficiently finished to run, well ahead of schedule. At Speed Week he set a record of 182.733 in the S-AB-750 class with the K75 engine, then burnt rod bearings on the K100 because of modifications to the crank that didn't work.

Lyon reports that the 'liner, made for Coloradoan and veteran Bonneville racer Mike Becker by a Pike's Peak race car builder, handles very well. With 18 runs by the end of this meet, the vehicle required little maintenance and showed no serious problems, though Lyon was unable to back up the 203 and had to settle for a record of 197.121 in the S-AB-1000 class. Heart-breakingly close to a coveted 200 record, which gets the rider or driver into the prestigious Bonneville 200 Club. Lyon is sponsored by Luftmeister and Brown Motor Works. R.B. Racing built the turbo.

Bob George, who like Lyon lives in Los Angeles, built the bike which has the fastest non-streamliner Bonneville record yet, a Harley-Davidson ridden by Dave Campos in 1974. George was at the meet helping Lyon, and is involved with the building of the 'liner to the extent that Lyon used George's molds for the shell. George originally developed the shell for a 'liner in 1976. The molds were used for the Harley-engined Jammer streamliner which has been parked for several years now.

The Don Vesco-built, turbocharged, double-engined Kawasaki KZ1300 streamliner was originally a two-wheeler designed to exceed Vesco's own Motorcycle Land Speed Record of 318, and if successful, even the wheel-driven car record of 409. Still classed with bikes now that it has three wheels, it had top speed of 222 and some change in the motorcycle category.

The innovative 'liner ran at Bonneville Speed Week in 1981, with problems and not very fast. Vesco planned to bring it back in the fall for a meet which was rained out. He had time on the Flats scheduled for the next summer, but with a change in management at Kawasaki and consequent de-emphasis on racing, he was not funded again by them. Not securing any other money, he parked the vehicle, which had not handled particularly well as a two-wheeler. In fact, Vesco's late father John, an old Bonneville hand and truly an oracle on matters relating to the Salt, never liked the bike.

Last summer Vesco let Nick Pappas try the 'liner as a three-wheeler, after the race car for which Pappas had saved over a period of years was demolished. So far we've heard no complaints on the 'liner's handling in its present form. But this pretty bike still seems to be a hard-luck vehicle.

Vesco and Pappas did a quick installation on a two-wheel rear axle, aiming for a 215 minimum. However, the Bonneville Nationals book this year had several mistakes and this was one of them. During Speed Week in August the motorcycling

contingent decided the minimun for the class should be set at 275, which was more than Vesco and Pappas built the interim rear axle for. However, both at Speed Week and at this meet, problems which kept surfacing due to salt corrosion from the 1981 meet kept the vehicle well below that speed.

This time it was a taper-lock hub which Pappas had to heat so he could adjust tension on the drive belts. Bolts which had apparently crystallized broke on the first run, then the belts went. After this was fixed Pappas increased his speed to the 222.883 time but lost a turbo at the end of that run. For some reason the turbos weren't making boost anyway, but the system wouldn't run well without them.

With the Vesco group was Bonneville photographer Glenn Freudenberger, with the same Yamaha TZ750 he brought to Speed Week. Freud took up where he left off at Speed Week, when he failed to back up a return record run. On the first day of this meet, Friday, he set a record of 176.406 in the APS-AG-750 class, worked on Team Vesco Projects on Saturday, and set a record of 171.713 in the APS-AF-750 class on Sunday. Fuel does not actually have to be used in the Fuel class, if you can go fast enough without it. His down record run Friday of 178.394 makes the bike one of the very few 750s to ever run over 175 at Bonneville, the dividing line between short course bikes and long course bikes. The motorcycle was prepared by Steve Haug, like Freud of the Seattle area. It did well as a road racer, and has been little changed.

Also in Don Vesco's entourage was Lee Martini who works with Vesco at his shop, with a newly-rebuilt '86 Yamaha FZR1000, another road racer, campaigned on the track by Cal Rayborn III. Matini used worked-over 40mm Lectron carbs, a N&H competition pipe, Megacycle cam, and ported the engine. Don McCarley, ace mechanic with Rick Vesco's dealership in Brigham City, Utah helped with jetting, and Martini worked his way up to a record of 173.724 in the M-AG1000 class, and 169.172 in the Fuel class.

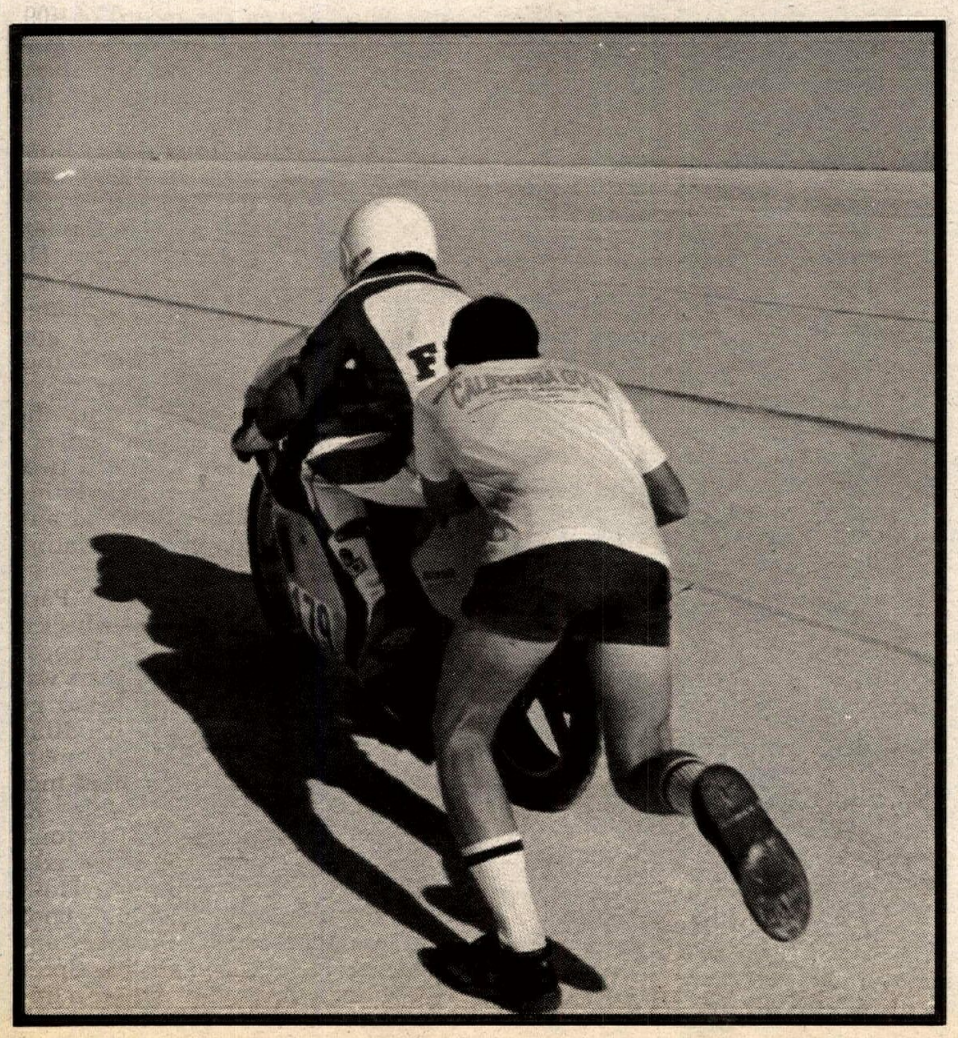
Another Vesco contact was Robert Wallace, an owner-operator trucker from Denver. Wallace's claim to fame was not the bike's time as such, 151.375 against a 165.00 minimum in the A-ABG-750 class, but that he built up a motorcycle that fast with a total investment of about $500. He started with a wrecked '85 Kawasaki 750 turbo, used mostly available parts and a lot of time. Wallace's bike was ably ridden by Moonlight Racing's Pete Steuri, motorcycle quarter-mile record holder at the local strip, Bonneville Raceway Park in Salt Lake City.

This is only the second year for the World of Speed Meet, and motorcycles have not been much promoted yet for it. The sponsoring club, the Utah Salt Flats Racing Association, means to get serious next year about inviting top Bonneville bikes.

USFRA meets are much relished by racers. That's why at a meeting of the Bonneville 200 Club called during the event, 63 members were counted, thought to be the largest gathering of the group ever. USFRA meets are smaller and less crowded than the Southern California Timing Association's Speed Week, though no less professionally managed, including the able work of the same chief timer, Gary Cagle.

And the weather was perfect. Bonneville, which is notorious for rain at all the wrong times, fluky, unpredictable blows, and too dry or too wet a surface, couldn't have been better. Nine miles of good salt, sun, cool air, almost no wind, and hardly any lines. How could you beat it? •

Bonneville photographer Glenn "Freud" Freudenberger rode a Yamaha TZ750 to a record 176.406 mph in the APS-AG-750 class.



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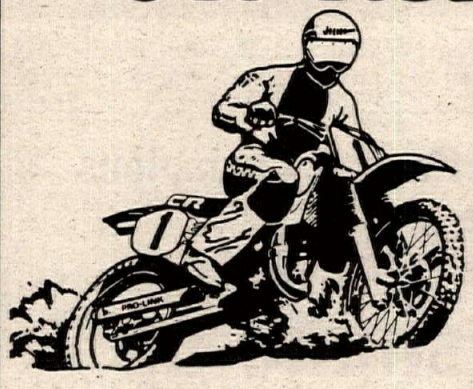

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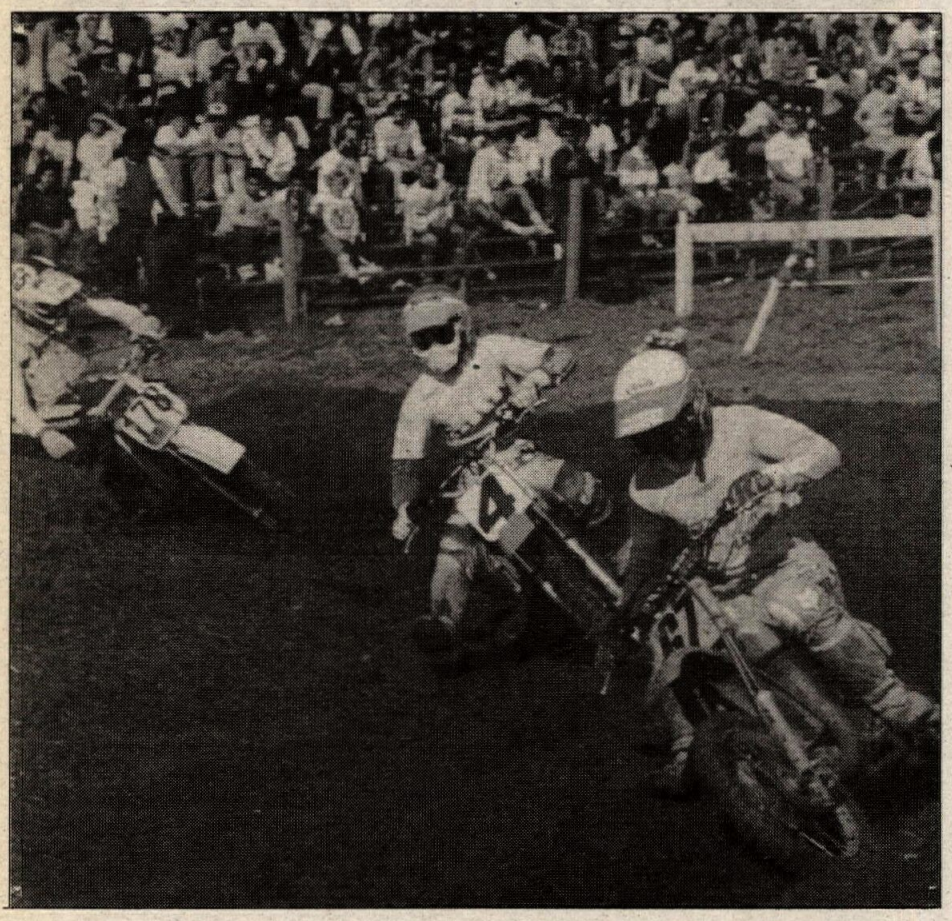
Mickey Kessler (7) and Mark Costa (209) lead 500cc Expert class winner Ron Lechien (2) into the first turn.



Scott Sheak (67) leads Billy Schlag (4) and Lee Rostien in the 80cc (14-15) class. Sheak took the overall win and Schlag finished second.

12th Annual Kawasaki Race of Champions

Lechien, O'Mara, Pascarella shake up Raceway Park

By Eric Putter

OLD BRIDGE TOWNSHIP, NJ, OCT. 15-16

Despite a major assault by the Kawasaki factory team, Suzuki-mounted Mike Pascarella and Suzuki's Johnny O'Mara, riding as a privateer, wrapped up overall wins in the 250 and 125cc Expert classes at the Kawasaki Race of Champions MX at Raceway Park. Factory Kawasaki rider Ron Lechien upheld his sponsor's honor at the event by taking the 500cc Expert class vicory.

Californian Pascarella traded wins with New Englander JoJo Keller in the 250cc Expert class and rode his tiddler hard enough to keep an eye on overall winner O'Mara and runner-up Jeff Matiasevich in the 125cc Expert class. Keller was second overall in both the 250 and 500cc Expert classes.

Team Green showed up in force with its 1989 factory team — Matiasevich was entered in the 125cc Expert class for his first major race since breaking his leg earlier this year; 250cc National Champion Jeff Ward took on the 250cc division, and Lechien attacked the 500cc class. Except for Lechien's two-moto sweep, the rest of the team struggled, as Matiasevich started out slow and stiff but still managed to garner second overall in the 125cc Expert class, and Ward had problems with the starting gate and staying on two wheels in both motos.

But it wasn't only the experts that put on a show. Hundreds of amateur racers also took part in over 50 motos of racing over two days on the rough, sandy Raceway Park track.

Qualifiers were run to narrow the large classes down for a main with the score from each qualifier carried over to the final event.

In the first 125cc Expert class qualifier O'Mara showed that he would be a force to be reckoned with for the rest of the day. On an '89 RM fresh from the dealer's showroom floor, O'Mara pulled a solid holeshot and went on for the win in convincing fashion. In uneventful form O'Mara went on to win, while Michael Jones put Matiasevich back to third followed by Carlo Coen and Denny Stephenson.

John Kitsch jumped out of the gate to lead the pack in the second qualifier followed by Greg Bowen, Barry Carsten and Bob Hayes. Bowen quickly jumped into the lead but ended up leaving the race on lap three. Kitsch assumed first again and held it until the end. Carsten inherited second and stayed there uncontested. The real story of the race was Brian Carrol as he moved up to third after getting a 10th-place start.

Coen shot into the lead at the start of the final followed by Matiasevich, O'Mara, Stephenson and Kitsch. First Matiasevich and then O'Mara passed Coen, and O'Mara dogged Matiasevich for the next eight of the 10-lap moto.

Pascarella began a rapid climb through the pack after a seventh-place start, and by lap five had lodged himself into third, where he would stay until the end.

As time ran out O'Mara found his spot and motored by Matiasevich to take the checkers first. Matiasevich held off charges by Pascarella at the end, while Coen and Stephenson rounded out the top five.

With a large number of 250cc Experts entered, two qualifiers were also run. In the first one Stephenson flew to the first turn in front of Coen, Bowen, John Dowd and JoJo Keller. Jeff Ward ran over a fallen rider and left the first turn dead last, then charged his way to sixth by the end of the opening lap.

Keller worked up to second by the third lap and took the lead a lap later. Ward quickly moved up into second, but Keller had charged too far out front to reel in. Stephenson claimed third at the finish followed by Coen and Dowd.

Eddie Warren got a good jump on the gate and led the pack on the first go-around in the second qualifier, but Pascarella soon dropped him back a position. Warren quickly returned the pass on the next lap, while Keith Bowen gained a position from his fifth-place start. Kurt McMillen made a charge up through the pack and took the lead on the fifth of seven laps, then held on for the win over Pascarella, Bowen and Warren.

Keller surprised everyone by pulling the holeshot in the main with Mickey Kessler, who was looking for his 400th win at the facility, hot on his knobbies. Ward misjudged the gate once again which left him ninth on the first lap. Pascarella passed Kessler on the fourth go-around and set his sights on Keller, as Kessler's milestone wasn't to be as he dropped back to fifth.

Ward charged up and was on Pascarella's back fender by lap seven, but Pascarella instantly put Keller between them with one lap to go. Pascarella held on for the win followed by Keller, Ward, McMillen and Kessler.

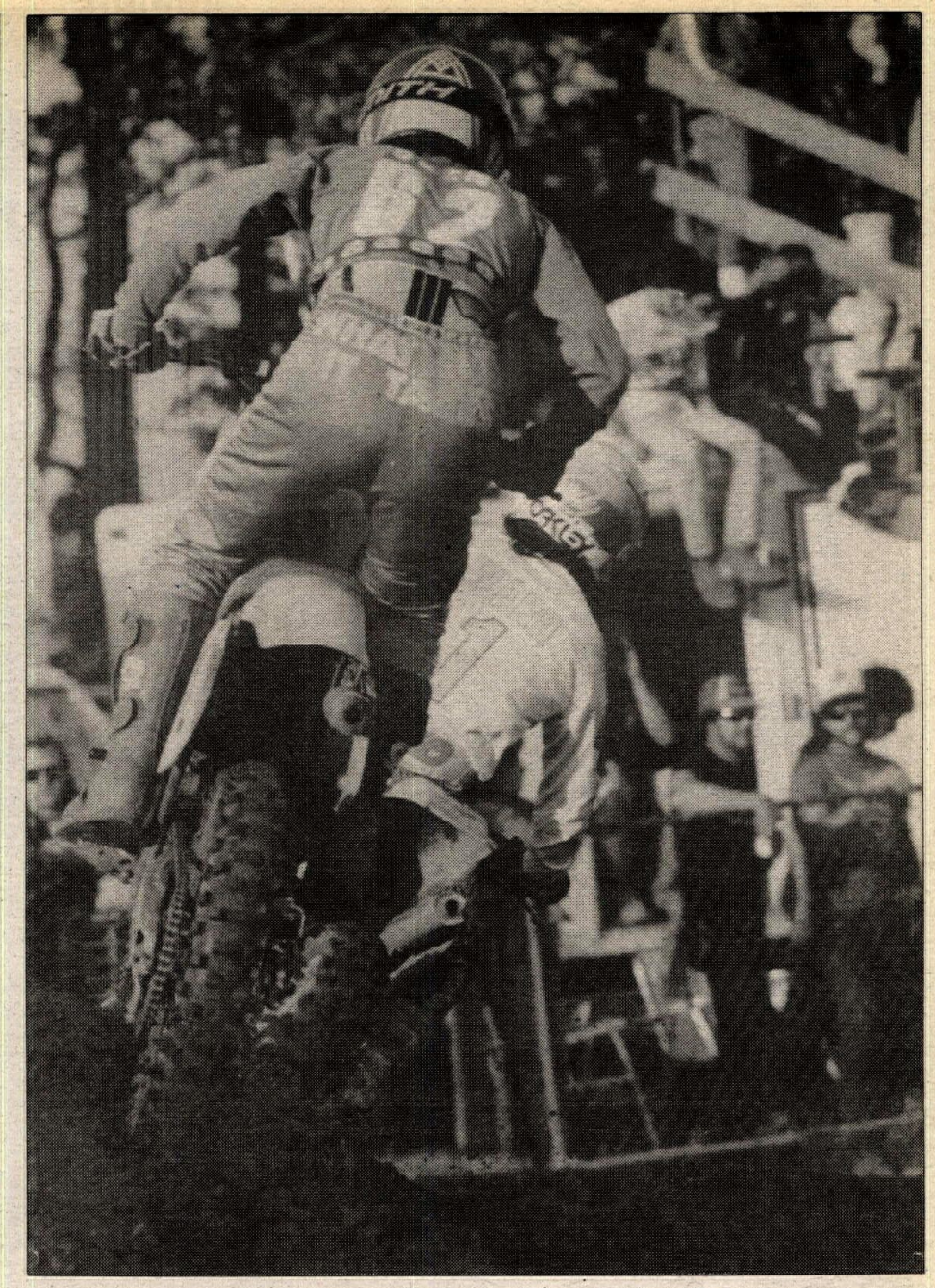
"I bumped the gate and ended up with a midpack start," said Ward afterwards. "There was nothing I could do to avoid a downed rider, and it was hard to work my way to the front in such a short race."

Kessler pulled the holeshot at the start of the first 500cc Expert class moto as McMillen, Jim Kapitan and Lechien chased. The fans were on Kessler's side as he led through the third lap, but then Lechien made his way up and casually unseated Kessler on the fourth circuit. As McMillen slowly dropped out of the fray Keith Bowen began hammering through the pack before losing a clutch lever and falling in the whoops. Bowen twisted a knee but recovered quickly.

Keller had a hard time moving out of fourth, but finally passed McMillen and held on for third. Up front Lechien stretched out a sizeable lead and all Kessler could do was watch Lechien's back. During the last three laps Kessler and Keller went at it, but Kessler didn't slip up and finished second.

Lechien got the gate dialed and led the pack through the first turn and for the rest of the final moto. Behind the Kawasaki teamster were McMillen, Kessler, Keith Johnson, Bowen and Keller. Kessler made short work of McMillen, who slowly faded back to fifth and went out after Lechien. Johnson moved up a spot on the second lap, only to be put back by a hard-charging Kleer. Kleer

Suzuki's Johnny O'Mara, riding as a privateer, passed Jeff Matiasevich late in the final 125cc Expert class moto to take the overall victory.



Mike Pascarella (62) chases Jeff Ward in a 250cc Expert class moto. Pascarella was the overall winner and Ward ended up third overall.

wanted Kessler, and another battle came alive, as Keller chased Kessler until he wedged his way by on lap eight. Lechien was long gone by this time and cruised in for the win followed by Keller, Kessler, Johnson and McMillen.

In the 60cc (10-11) class, the Kawasaki KX60s came buzzing out of the gate for the first moto with Ryan Kaichen taking the holeshot and never looking back. He was followed by Viv Guisti, Will Snook and Erin Rand. By the second go-around, Snook snuck by Guisti and set his sights on Kaichen, but it was to no avail. On the third lap Zegin Bragun began making a charge to the front of the pack, getting by Rand and then displacing Guisti for the third spot. At the finish it was Kaichen with the win followed by Snook, Bragun and Guisti.

The final moto was pretty much the same as Kaichen, once again, powered his little 60 to the front followed by Snook, Guisti and Bragun. At the end of three laps the order was same, and Kaichen took the overall victory followed by Snook and Guisti.

David Vezek took his Kawasaki to the front of the pack in the first 80cc (12-13) moto with Wayne Scott, Keith Troccoli and Ty Braun on his tail. Braun quickly passed Troccoli and set his sights on Scott, but time ran out before he could get by. At the end of the four-lap race it was Vezek followed by Scott Braun and Troccoli.

When the gate dropped for the final moto, Vezek got a good jump on the pack once again, but this time it wasn't so easy. Vezek and Yamaha rider Damien Plotts swapped the lead throughout the race with Vezek on top. Scott kept the battle in sight but couldn't challenge and eventually lost third to Braun at the end.

Junior Nadeau parted a sea of green on his Honda to lead the 125cc Amateur Division B class into the first turn in moto one. Doug Iddings was on his tail waiting for a mistake, and the pair was followed by Dan Miller and Ken Sheerer. Sheerer found a way past Miller on the second lap, and as the first two put some distance on the pack, Vezek worked his way up from a seventh-place start. On the sixth of seven laps Idding made his move to the front and held it to the flag. Nadeau was second follwed by Sheerer and Jay Lynch.

When the gate dropped for the final moto it was Steve Gibony getting the jump followed by Iddings, Sheerer and Miller. After playing second fiddle for most of the first race, Iddings quickly pulled ahead of Giboney and the two held the top spots to the end. Nadeau worked his way up from a fifth-place start and began his march up the ladder by displacing Miller and then Sheerer on two consecutive laps. He then set his sights on the leaders but couldn't break into the top two.

After falling to the back of the pack off the start, Hank Moree made the best charge of the race. By the second lap he had passed eight riders; on lap three he passed four more, then he settled into sixth on the white flag lap and made it up one more notch at the checkers. The final order was Iddings, Giboney, Nadeau and Moree.

In the first 250cc Novice Division A moto, Brian Behrman shot his Honda out into the lead and was never headed throughout the six-lap race. Rich Rogers placed his Suzuki behind Behrman followed by Ed Grimm, Ron Lehkan and Pete Nicolosi. Lehkam bobbled, letting Nicolosi and Jeff Prichard by, and Nicolosi advanced another position on the third lap and moved into second by the end of the race. Tom Dowd got his Suzuki up from a 13th-place start to eighth by the third go-around and fifth by the end of the moto. When the flag fell it was Behrman ahead of Nicolosi, Grimm and Prichard.

In moto two Behrman clicked off another potent start, leading the pack through the first turn and for the rest of the race. Nicolosi held down second until he crashed out on the last lap. He was replaced by Prichard, who was followed by Grimm and Rogers. Behrman's hat trick gave him the overall victory ahead of Prichard, Grimm, Rogers and Dowd.

Vic Reval flew his big-bore Kawasaki into the lead in the first Open Amateur class moto and was followed by Steve Bissenger, Kirk Rogers and Derron Relchard. Rogers made his way past both Reval and Bissinger to take the lead on the third lap before he disappeared from the fray. Bissinger took over in first, but only for one lap as he fell back down to third by the end of the race due to the efforts of James Cusson. Cusson had moved up from a seventh place start to third on the fifth lap, advanced to second on the white flag lap and took the lead before the checkered flag fell. He was followed home by Reval, Bissinger and Mike Wass, who had worked his way through the pack after a dismal start.

Cusson came back and grabbed the holeshot at the start of moto two followed by John Bachor, Reval and Wass. While Cusson led every moment of the race, Bachor started making his move down the roster and finished up in fourth. After first being passed by Reval, Bissinger recovered from a fifth-place start and climbed to third by the white flag and held on to the position behind Rivas at the finish.

There was a special team race during intermission which paired a mini class rider with a pro rider. The race featured a two-lap, two-moto format and the winning duo would walk away with a pair of new Kawasaki KX60s donated by a local dealer.

The big battle was between John Kitsch, who was teamed up with Jason Fowler, and Eddie Warren, who had 80cc (14-15) class winner Scott Sheak as a teammate. Kitsch and Warren went at it in a close battle, with Kitsch holding Warren off for the win. The "real" mini racers would be the deciding factor, and Sheak went out and rode a safe race for third to take the team overall victory and the new mini. •

Results

60 (10-11): 1. Ryan Kaichen (Kaw); 2. Will Snook (Kaw); 3. Viv Giusti (Kaw); 4. Zegin Bragun (Kaw); 5. Karl Scott (Kaw).

80 (10-11): 1. Joshua Sweat (Kaw); 2. T. Ryan Kaichen (Yam); 3. Darrin O'Brien (Kaw); 4. Jim Hayre (Kaw); 5. Pat Outericky (Kaw).

80 (12-13): 1. David Vezek (Kaw); 2. Wayne Scott (Hon); 3. Ty Braun (Kaw); 4. Damien Plotts (Yam); 5. Lee Rostien (Yam).

80 (14-15): 1. Scott Sheak (Kaw); 2. Billy Schlag (Kaw); 3. Don Schmidt (Kaw); 4. Shane Lawson (Hon); 5. Jason Fowler (Kaw).

125 NOV A: 1. Damien Plotts (Hon); 2. Brad Ghidiu (Kaw); 3. Matt Ramer (Kaw); 4. Jason Prokopchak (Hon); 5. William Howard (Hon).

125 NOV B: 1. Mike Long (Hon); 2. Don DiCillo (Kaw); 3. Brian Behrman (Hon); 4. Gary Bartholomew (Hon); 5. Jay Irwin (Kaw).

125 NOV C: 1. Rich Zupko (Kaw); 2. Tom Decker (Kaw); 3. Eric Good (Yam); 4. Peter Nicolosi (Kaw); 5. Mike Downey (Suz).

125 AM A: 1. Bill Silvarole (Kaw); 2. Roger Molmer (Kaw); 3. Rich Stria (Kaw); 4. Scott Sheak (Kaw); 5. Paul Hilario (Kaw).

125 AM B: 1. Doug Iddings (Hon); 2. Junior Nadeau (Kaw); 3. Ken Sheerer (Kaw); 4. David Vezek (Kaw); 5. Steve Giboney (Hon).

125 EX: 1. Johnny O'Mara (Suz); 2. Jeff Matiasevich (Kaw); 3. Mike Pascarella (Suz); 4. Carlo Coen (Suz); 5. Barry Carsten (Yam).

250 NOV A: 1. Brian Behrman (Hon); 2. Jeff Pritchard (Kaw); 3. Ed Grimm (Hon); 4. Rich Rogers (Suz); 5. Tom Dowd (Suz).

250 NOV B: 1. Rich Zupko (Kaw); 2. James Trefz (Suz); 3. James Chludziaski (Yam); 4. Rich Boepple (Kaw); 5. Alexander Lopez (Suz).

250 AM A: 1. Bill Silvarole (Kaw); 2. Chris Lykens (Hon); 3. Matt Chapa (Kaw); 4. Tim Jones (Hon); 5. Jalil Lynch (Hon).

250 AM B: 1. Paul Hilario (Kaw); 2. Roger Molnar (Kaw); 3. Jason Rivas (Kaw); 4. Rich Stria (Kaw); 5. Scott Carpenter (Yam).

250 EX: 1. Mike Pascarella (Suz); 2. JoJo Keller (Hon); 3. Jeff Ward (Kaw); 4. Kurt McMillen (Hon); 5. Mickey Kessler (Kaw).

OPEN AM: 1. James Cusson (Kaw); 2. Vic Rivas (Kaw); 3. Steve Bissinger (Kaw); 4. Charles Collins (Hon); 5. John Bachor (Yam).

500 EX: 1. Ron Lechien (Kaw); 2. JoJo Keller (Hon); 3. Mickey Kessler (Kaw); 4. Kurt McMillen (Hon); 5. Keith Johnson (Kaw).

SR AM: 1. Wayne Rosman (Hon); 2. Lee Rostien (Yam); 3. Arty Swift (Kaw); 4. Frank Lettieri (Suz); 5. James Henshaw (Kaw).

S/SR: 1. Erv Braun (Kaw); 2. Bruce Stratton (Yam); 3. Jim Haddow (Hon); 4. Tom Ghidiu (Kaw); 5. Ken Brewer (Hon).

SR EX: 1. Bob Sorenson (KTM); 2. Robert Neely (Kaw); 3. Jay Irwin (Kaw); 4. Ronald Downen (Kaw); 5. Jarrett Newby (Kaw).

Craig Davis (811) leads Greg Zitterkopf (550) and Ron Turner (65) at the start of the 500cc Pro race.

Suzuki-mounted Ty Davis (1) topped the 250cc Pro class with a 1-1 moto score. Micky Dymond took second.

CMC/Dodge Truck Trans-Cal Series: Round 6

Bradshaw scores win at Perris

By Ken Faught

PERRIS, CA, OCT. 16

Damon Bradshaw, Ty Davis and Greg Zitterkopf were among the big winners today at Perris Raceway, the second-to-last round of the Trans-Cal Series. Bradshaw used a 3-1 tally to top Davis' 2-2 in the 125cc Pro class, but Davis' second place finish allowed him to expand his series point lead over Kyle Lewis 448-419.

Davis came back in the 250cc Pro class to shake up Team Yamaha's Micky Dymond. Dymond survived a first turn crash in moto one and charged through the pack to place second behind Davis. Davis and Dymond started 1-2 in the second moto, but Dymond could never find the drive to pass the Suzuki pilot. Davis' victory put him way out ahead in the series point standings at 454 to Steve Lamson's 396.

Zitterkopf's win came in the 500cc Pro class after the ATK pilot clearly dominated both motos. Richard Mythen leads the points chase with 385 over Mike Hooker and Sean Conley, who are tied for the runner-up position at 352.

Michael Craig took the holeshot over Bradshaw, Davis, Phil Lawrence, Paul Vlach and Mike LaRocco at the start of the first 125cc Pro moto. Bradshaw quickly worked his way to the front of the pack with LaRocco taking command of second. Bradshaw's lead lasted four laps before the Yamaha rider fell back to third. Bradshaw's absence handed LaRocco the lead over Davis.

As the race progressed LaRocco slowly pulled away from Davis, while Bradshaw reeled in the Suzuki rider. When the white flag came out, Bradshaw made an all out attempt to pass Davis, but couldn't make it. LaRocco took the win three seconds ahead of Davis and Bradshaw who finished 10 seconds ahead of Lamson, Lawrence and Craig.

Second moto action saw Lewis shoot to the front of the pack trailed by Davis, Bradshaw, Craig and LaRocco. LaRocco wasted no time in displacing Craig, as Bradshaw powered his way around Lewis and Davis on lap two for the lead.

Once in first Bradshaw opened up a small cushion, with Davis pressuring Lewis for the number two slot. LaRocco remained in fourth with Craig fifth.

With a few laps left, Davis negotiated his way around Lewis, but couldn't seem to make a dent in Bradshaw's lead. Bradshaw took the win over Davis and Lewis, with LaRocco and Craig rounding out the top five.

In the 250cc Pro class things were much more exciting as Johnny Posca got the early jump to lead Dymond, Davis, Lamson and Mike Young into the first turn. However, disaster struck for Dymond as the Yamaha rider soon found himself on the ground after colliding with Posca. The first turn confusion allowed Davis to sneak into the lead ahead of Posca, Young, Lamson, Shawn Wynne and Ron Turner. As the pack came around to complete lap one, Turner had taken over second with Young, Posca and Lamson close behind.

While Davis pulled away, all eyes were focused on Dymond, who was charging through the pack. The first turn crash left Dymond in dead last, and the Yamaha rider appeared determined to win.

At the halfway point of the 12 lap event, Dymond had fought his way around almost two dozen riders to take the final top five position. Up front Davis held strong to his four second lead, while Young worked his way around Turner for second. Lamson was fourth.

With only two laps remaining Dymond motored his way into third and knew that he must pass Young for second if he wanted a good chance for the overall. On the last lap Dymond edged up alongside of the Cagiva pilot and made his bid for the runner-up position. Dymond tried to tuck underneath Young out of a turn and then switched to the other side of the track and motored on by down a long straight. Davis picked up the win over Dymond, Young, Turner and Lamson.

Davis gated perfectly at the start of the second moto to lead Dymond, Lamson, Craig Davis, Young and Posca. Young instantly dropped Craig Davis to fifth and moved in on Lamson.

Dymond trailed Davis by three seconds most of the race, until the last few laps when the Yamaha pilot picked up the pace and began reeling in Davis. With two laps to go, Dymond pulled within three bike lengths of the Suzuki rider and then suddenly started to slow. Dymond apparently landed hard off a jump and knocked the wind out of himself. Davis cruised the last lap before taking the checkers ahead of Dymond, Lamson, Young and Davis. The second moto win locked-up the overall for Davis. Dymond was second with 2-2, while Young took home third via his 3-4 showing. Lamson managed fourth at 5-3 and Craig Davis collected fifth with 6-5.

Richard Mythen grabbed the early lead at the start of the first 500cc Pro moto. Mark White was second fol-

Winner Ricky Lutz leads David Bagwell (26) in the 500cc Intermediate class. Lutz went 1-1, while Bagwell collected a 2-2.

lowed closely by Sean Conley, Greg Zitterkopf and Turner. Before the completion of the first lap Zitterkopf had taken control of the lead with Mythen dropping to third. White held the runner-up spot.

Zitterkopf immediately started to pull away as Jon Nelson and Craig Davis pushed their way through the pack. Both riders suffered from poor starts and had worked their way into second and third near the halfway mark. Willy Musgrave took over fourth after White fell down in a turn. Mythen was fifth.

As Zitterkopf stretched out his lead to seven seconds, Turner pressured Mythen for fifth. The two Honda riders battled for the last three laps with Turner managing to steal away the position.

While Zitterkopf took the win, Davis snuck around Nelson for second. Musgrave held onto fourth with Turner taking a well-earned fifth.

Davis came back in the second moto to holeshot Turner, Zitterkopf, White and Mythen. Davis' lead was short-lived as Zitterkopf, aboard his four-stroke ATK with an electric start, stole the point position.

Davis soon lost one more position when Nelson drove right on by. Nelson's advancement created one of the best two-man battles of the day. The two riders banged bars several times before tangling in a turn on lap six. Nelson was the first to get up and neither rider lost a position.

On lap eight the battle ended when Davis pulled to the side of the track with mechanical problems.

Zitterkopf went on to take the victory ahead of Nelson, Turner, Pete Murray and White.

Zitterkopf's perfect 1-1 scored him the overall. Nelson was second with 3-2, while Turner's 5-3 gave him third. Murray took fourth with 7-4 and Musgrave claimed fifth with 4-8.

Tommy Clowers captured the gold in the 80cc Expert class. In the first moto Buddy Antunez gated perfectly to lead Joel Albrecht, Spud Walters, Clowers and Derek Natvig. Albrecht managed to hang with Antunez for two laps before the Suzuki rider pulled away.

On the second lap Clowers shot around Walters and focused his attention on catching the fleeing Albrecht.

Halfway through the moto Jeff Grafton made an appearance in the top five as the Suzuki rider passed Walters and began catching Natvig.

With less than a lap remaining Antunez pulled to the side of the track with mechanical problems.

"The carburetor fell off," said Antunez in disguist. "I wasn't sure what was happening."

Antunez's troubles handed Albrecht the win over Clowers, Natvig, Grafton and Walters.

Second moto action saw Natvig pull the holeshot with Clowers, Antunez, Grafton and Ray Hensley close behind. Clowers and Antunez motored into the first two spots as Natvig fell back to fifth. Grafton also ran into some difficulties as the Suzuki pilot crashed to seventh.

Grafton instantly got up and again tried to work his way toward the front of the pack. Time soon ran out for Grafton as Antunez claimed the win ahead of Clowers, Albrecht, Walters and Natvig.

Clowers consistant 2-2 earned him the overall. Albrecht's 1-3 gave him second over Walters' 5-4. Grafton's 4-5 topped Antunez's 9-1 for fourth.

Billy Felts dominated the Intermediate portion of the 80cc class. Felts came from 14th place in the first moto to claim the win ahead of Steve Andrich, Jesse James, Danny Nelson and Sean Pagel.

In the second moto Felts gated fourth and quickly stuffed his way to third. Shortly after moving into the final top three position, the Kawasaki rider crashed but quickly got up without losing a spot. Felts again pounded his way toward the front to claim the victory ahead of Nelson, Michael Stanton, James and Anthony Amaradio.

Felts wraped up the win with a perfect low score. Nelson took home second with 4-2 over James' 3-4. Pagel managed fourth with 5-7 and Stanton rounded out the top five with 10-3.

In the 500cc Intermediate class Ricky Lutz and David Bagwell battled throughout most of the first moto while B.J. Millspaugh, Tim Nash and David Rosen rounded out the top five.

Second moto action saw Lutz come back to take the holeshot, followed by Bagwell, Nash, Bob Nunez and Millspaugh. Lutz immediately started to open up a comfortable lead as Millspaugh moved into third. Millspaugh was riding smooth and soon challenged Bagwell for second. The last two laps saw Millspaugh push Bagwell in hopes of a mistake. However, a mistake never materialized and Lutz picked up the win and the overall ahead of Bagwell, Millspaugh and Rosen. ●

Frank Lowers went 1-2 to claim the overall win in the 500cc Jr. class. Chuck Bagwell (behind Lowers) took second with a 3-1.

Damon Bradshaw (45) won the 125cc Pro class via a 3-1 tally, while Mike LaRocco (behind Bradshaw) finished third.

Results

80 BEG 12-16: 1. Josh Boyken (Hon); 2. Casey Hinkey (Kaw); 3. Mariano Whitlock (Kaw); 4. Scott Johnson (Kaw); 5. Brad Schultz (Kaw).

80 JR 12-16: 1. Greg Schnell (Kaw); 2. Ryan Doty (Kaw); 3. Shane Scarpiello (Suz); 4. Rusty Holland (Suz); 5. Travis Fleming (Hon).

80 INT 12-16: 1. Billy Felts (Kaw); 2. Danny Nelson (Kaw); 3. Jesse James (Suz); 4. Sean Pagel (Suz); 5. Michael Stanton (Hon).

BG WHL: 1. Alex McElyea (Kaw); 2. Brian Strester (Kaw).

80 EXP 12-16: 1. Tommy Clowers (Kaw); 2. Joel Albrecht (Kaw); 3. Spud Walters (Hon); 4. Jeffrey Grafton (Suz); 5. Buddy Antunez (Suz).

125 BEG D-1: 1. Eddie Patterson (Yam); 2. Sean Wedgewood (Hon); 3. Danny Banford (Hon); 4. John Thornson (Hon); 5. Andrew VanRooy (Hon).

125 BEG D-2: 1. Donald Upton (Hon); 2. Marc Bunch (Yam); 3. Dave Kopels (Hon); 4. Danny Seyler (Yam); 5. Peter Gunter (Yam).

125 JR D-1: 1. Mike Finch (Hon); 2. Kevin Hanrahan (Hon); 3. Keith Steinmetz (Hon); 4. Jeff Griffin (Hon); 5. Rusty Somers (Kaw).

125 JR D-2: 1. Joshua Dunn (Yam); 2. Roger Saenz (Yam); 3. Tony Sulek (Kaw); 4. Mike Bulley (Yam); 5. Travis Corey (Hon).

125 INT D-1: 1. Richard Saxton (Yam); 2. Dana Wiggins (Hon); 3. Luke Arcidiacono (Hon); 4. Terry Swanson (Yam); 5. Justin Souza (Yam).

125 INT D-2: 1. Jimmy Button (Hon); 2. Mark Easley (Yam); 3. Trevor Meagher (Yam); 4. Spencer Sharp (Kaw); 5. Robert Shipman (Yam).

125 PRO: 1. Damon Bradshaw (Yam); 2. Ty Davis (Suz); 3. Mike LaRocco (Yam); 4. Kyle Lewis (Hon); 5. Steve Lamson (Yam).

250 BEG D-1: 1. Richie Sherman (Hon); 2. Kevin Belcher (Yam); 3. Bobby Blenio (Hon); 4. Luis Asher (Suz); 5. Danny Rudd (Yam).

250 BEG D-2: 1. Danny Laumbach (Hon); 2. Ron Wedgewood (Kaw); 3. Bob Humphis (KTM); 4. Mike Glen (Hon); 5. John Reynolds (Hon).

250 JR D-1: 1. Chuck Bagwell (Hon); 2. Robert Drew (Yam); 3. Jason McCormick (Yam); 4. John Cameron (Kaw); 5. Chris Murphy (Hon).

250 JR D-2: 1. Scott Hoffman (Hon); 2. Bill Sauro (Hon); 3. Mike Little (Hon); 4. Bill Foy (Hon); 5. Bill Scott (Kaw).

250 INT: 1. Tracy Monterone (Yam); 2. Ryan Carlisle (Kaw); 3. Billy Woods (Kaw); 4. Duane Benner (Yam); 5. Eddie Reed (Kaw).

250 PRO: 1. Ty Davis (Suz); 2. Micky Dymond (Yam); 3. Mike Young (Cag); 4. Steve Lamson (Yam); 5. Craig Davis (Yam).

500 BEG: 1. Bill Gilbert (DNK); 2. Rob Edwards (Hon); 3. Dan Townsend (Hon); 4. Manuel Delcanpo (Hon); 5. Rich Hansen (RTX).

500 JR: 1. Frank Lowers (Hon); 2. Chuck Bagwell (Hon); 3. Ron Gilbert (Hon); 4. David Thayer (Hon); 5. Danny Jones (Kaw).

500 INT: 1. Ricky Lutz (Kaw); 2. David Bagwell (Hon); 3. B.J. Millspaugh (Kaw); 4. David Rosen (Hon); 5. Louis Peick (Hon).

500 PRO: 1. Greg Zitterkopf (ATK); 2. Jon Nelson (Hon); 3. Ron Turner (Hon); 4. Pete Murray (Cag); 5. Willy Musgrave (ATK).

VET JR: 1. Mark Stroup (Hon); 2. John Mazor (Yam); 3. Mike Ronk (Hon); 4. Kent Reed (ZTR); 5. Mike Nowicki (Hon).

VET INT: 1. Kenny Millsaps (Hon); 2. John Slingerland (Hon); 3. Richard Dick (Kaw); 4. Ken Dickson (Zun); 5. Walt Olson (Hon).

VET MSTR: 1. Duane Hughes (Hon); 2. Robert Casper (Hon); 3. John Adams (Hon).

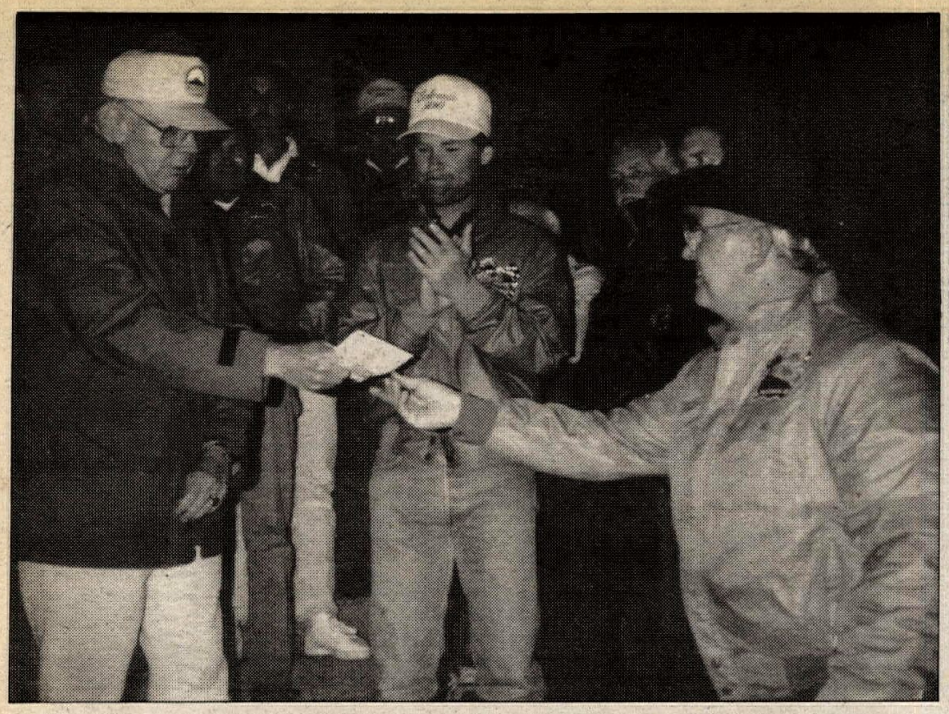
VET PRO: 1. Ron Turner (Hon); 2. Rex Staten (Yam); 3. Kenny Zahrt (Hon); 4. Mark White (Yam); 5. Alan Olson (Hon).

OT JR: 1. Steve Dunlap (Hon); 2. Jay Biery (Yam); 3. Carl Ellert (Kaw); 4. Fred Germain (KTM).

OT INT: 1. Gary Doggett (Kaw).

VET MSTR: 1. Buster Lawrence (Yam).

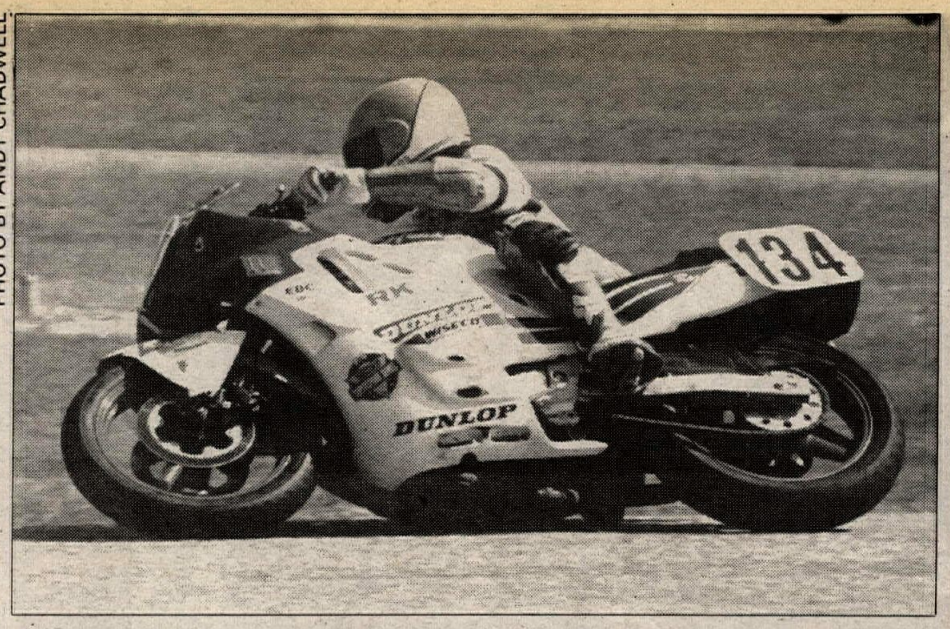
WMN: 1. Gale Webb (Hon); 2. Kimberly Morgan (Hon); 3. Maria Gonzalez (Kaw); 4. Andrea Chamberlain (Kaw).



Ouray, Colorado mayor C.W. McCall (left) accepts a check from Colorado 500 organizer Wally Dallenbach (right) as actor Kurt Russell looks on.

PHOTO BY JOHN VAN BARRIGER

PHOTO BY ANDY CHADWELL



Cam Roos dominated the Mid-Atlantic Regional Sprints by winning six classes at the event held at Rockingham Motor Speedway.

13th Annual Colorado 500 Benefit Run

By John Van Barriger

BASALT, CO, SEPT. 13-17

Everybody in attendance knew it. It was the talk in the pits. The reason everyone looked frequently to the tops of the mountains surrounding the small Colorado town of Basalt. A condition that even warranted a significant part of the rider's meeting.

Because, while it was cool and overcast in the valley, there was snow, and in some cases a lot of it, almost everywhere over 10,000 feet.

For the 192 riders invited to participate in the 13th Annual Colorado 500, that snow amounted to both good news and bad. While it added to the beauty and challenge of the ride, it also closed off a number of passes for the majority of the riders until the last two days of the event. For a number of participants, however, this year's 500 was their personal favorite.

"For the adventure of it, I preferred this year," said Joe Shedron of Denver, Colorado. "My group was the first one over Taylor Pass by taking the long way up. It was brutal. We were just plowing through snowdrifts until somebody found their way through. Then we'd spread out through the field until someone else found a way. It was fun, though, we leap-frogged all the way to the top."

The Colorado 500, contrary to what it might sound like, is not a race. It's an off-road charity ride that begins in Basalt, works its way southwest via pavement, dirt roads and trails to Ouray, and then concludes four days and approximately 550 miles later in the ski resort of Aspen.

That's not to say that there isn't some mighty fast company on the 500. This year's crew included riders such as former ISDE veterams Malcolm Smith and Dave Mungenast, hare scrambles and motocross champ Barry Higgins and auto racers such as Wally Dallenbach Jr.

One of the biggest reasons for that good will is Wally Dallenbach, administrator of the Championship Auto Racing Team (CART) racing circuit and host of the ride. Dallenbach wisely collects donations from the riders — many of them fellow auto racers, motorcycle industry notables and celebrities — to foster good will along the way. These charitable donations go to everything from school systems to trail maintenance and even to search-and-rescue teams.

Not that search-and-rescue teams are utilized on the run. Each rider's $400 entry fee includes, in addition to all motel rooms, several meals, and a banquet, a number of radio-equipped chase crews and medical personnel on the run. Couple that with local riders that act as guides, and you have one of the best organized — and safest — events in the nation.

"It's the adventure of the year," said Jim Heidere of Princeton, New Jersey. "You get to go out and thrash around the Rocky Mountains with your bike and body. It's like a giant enduro."

There's little doubt that it's the combination of the riding and the companionship that make the invitational event so popular. While the field was filled at 192 riders, the event's organizers annually receive letters from another 80 to 100 riders requesting an invitation. As a result, it's not uncommon for riders to have to wait several years to be asked to ride.

One rider who has been trying to arrange his own schedule for nearly five years to be able to attend the ride is movie star Kurt Russell.

"I was surprised by the snow and all the different terrain we ran into," said Russell. "But that's what made it so fun. The neatest thing about it is all the guys I rode with. I'm always amazed when anyone knows how to do anything mechanical. And whenever anything would happen, the guys were there to fix it. So nothing ever stopped us. I've never been involved with anything where the people were so helpful. They really went out of their way."

Much of the riding in the Ouray area consists of rocky jeep trails that wind their way up to the top of a pass. In many instances, such as with Imogene Pass (13,114 feet), the road then disappeared and riders had to make their way over trails that were covered with snow and ran two feet from the edge of some rather serious drops.

"I think going down through the snow off Imogene was the most challenging trail I rode," said Tim Sundgren of Grinnell, Kansas. "I thought it was great fun. It was a beautiful day, and if you took it easy, it was fun."

But there were other trails that proved more difficult to the riders. Malcolm Smith and his crew reportedly tackled a tight, single-track trail with over 100 switchbacks, possibly a folk tale in the making. And on the final day, the snow finally relinquished its hold on Pearl Pass when Don Riggle's group crested the top.

By the awards ceremony and banquet, there was a lot of talk about riding next year's event, training in between time and getting on the motorcycle more often (for some riders, this is the only event they make time to ride). But perhaps the most novel approach to riding next year's event came from Kurt Russell.

"If it's snowing next year on Taylor Pass," he joked, "I'm taking a helicopter over it."

AMA 600 National Championship Dirt Track Series: Round 17

Carr rolls on at Devil's Bowl

MESQUITE, TX, OCT. 15

Newly crowned AMA 600 National Dirt Track Champion Chris Carr showed the speed that won him the title when he took on all comers Saturday night on the half-mile dirt oval at Devil's Bowl Speedway and scored his seventh victory in the next to last race of the 18-race series.

Carr actually secured the title back in late August. Although the factory Harley-Davidson rider missed several events in order to concentrate on the AMA Grand National Championship Series (in which he finished third), he has dominated most of the 600 National races he's entered.

Saturday night at Devil's Bowl was no different. After setting a new track record in qualifying with a time of 20.588 seconds, Carr easily won his heat race with Erik Graybeal and Will Davis taking second and third, respectively, to join Carr in advancing to the final.

The second heat race was won by Texan Billy Herndon with Peter Hook taking second and another Texan, Scott Scherb, finishing third.

Heat number three went to Dave Durelle with Kevin Atherton crossing the finish line in second and Scott Adams taking third.

The fourth and final 10-lap heat race was won by veteran Terry Poovey of Texas. Marc Gifford and Darin Balderston took second and third, respectively.

Two 10-lap semi-final races were run with only the winner of each advancing directly to the National. The man in the advancement spot in the first semi was Garth Brow while Steve Morehead grabbed the win in the second semi.

The Last Chance Qualifier saw Texan Charlie Orr take the win and the final starting slot in the 20-lap final.

H-D Motor Co./Shoei/Hap Jones/RS Taichi/Tsubaki-sponsored Carr scorched the field in the final. Donahue H-D/Al Muth H-D/Wood Racing/Shoei/Bell Ind./General Engineering-sponsored, Wood-Rotax-mounted Durelle battled with Shoei/Marioneaux Racing/Hap Jones/Sisemore/Tsubaki-sponsored, Honda-mounted Poovey. Durelle took the runner-up spot while Poovey had to settle for third.

While Carr has wrapped up the title, second place is still up for grabs — barely. Kevin Atherton, who finished fourth at Devil's Bowl, holds the runner-up spot in the series point standings with 131 points. Will Davis is third in the point standings with 112 points, 19 behind Atherton. With a first-place finish paying 20 points, Davis faced a must-win situation going into the final round of the series, the October 23 Woodstock, Georgia, race, but he not only has to win, he has to hope that Atherton breaks down or fails to qualify for the final.

Results

20-LAP FINAL: 1. Chris Carr (H-D); 2. Dave Durelle (W-R); 3. Terry Poovey (Hon); 4. Kevin Atherton (W-R); 5. Peter Hook (W-R); 6. Will Davis (H-D); 7. Charlie Orr (H-D); 8. Marc Gifford (H-D); 9. Erik Graybeal (W-R); 10. Scott Adams (H-D); 11. Scott Scherb (Hon); 12. Darin Balderston (H-D); 13. Steve Morehead (H-D); 14. Billy Herndon (H-D); 15. Garth Brow (Hon).

TIME: 7 min., 00.264 sec.

POINT STANDINGS: 1. Chris Carr (208); 2. Kevin Atherton (131); 3. William Davis (112); 4. David Durelle (102); 5. Dan Ingram (101); 6. Bryan Villella (72); 7. Pete Hames (69); 8. Don Estep (67); 9. Ricky Graham (65); 10. Steve Aseltine (54); 11. Brian Atherton (47); 12. (TIE) Ronnie Jones/Steve Morehead (45); 14. Charlie Orr (41); 15. Bubba Shobert (40); 16. (TIE) Garth Brow/Andy Tresser III (36); 18. Scott Pearson (34); 19. Aaron Hill (32); 20. Steve Eklund (27).

Roos rocks Rockingham RR

By Evelyn Chadwell
Photo by Andy Chadwell

ROCKINGHAM, NC, OCT. 8

Georgia's Cam Roos dominated the AMA/CCS Southeast/Mid-Atlantic Regional Sprints on the high banks at Rockingham's North Carolina Motor Speedway, taking his first ever six-out-of-six sprint race wins.

Roos' first win came on Saturday aboard his Roswell Honda/Sam Yamashita Unlimited/Dunlop/Phil Flack Racing/Arai/NGK/Engines by Psycle Racing/Dad-sponsored Yamaha FZR400 in the Lightweight GP Combined race.

Roos got the holeshot and never looked back, beating the 19 rider field of novices and experts.

The Lightweight Superbike race was won by David Murray aboard his Skyline Honda/Stateline Racing/Pughs Auto Service/Dunlop/AGV/Engines by Ordel-sponsored

PHOTO BY GARY CRIDER

Jim Chester (144) squeezes inside of Robbie Taylor in the first 250cc Pro class moto at Muddy Creek. Chester was the overall winner.

Yamaha 350 finishing just ahead of the Yamaha of John Lowman. Murray and Lowman had a battle for first going from the start. First Lowman had the lead then Murray took it back, then Lowman came back. On the last lap, Murray drafted Lowman heading for the start/finish line and passed Lowman at the line for the win. When asked if he had any trouble, Murray replied, "The clutch was slipping and I was trying to nurse it in the beginning, and when I was able to get past John I decided not to worry about it anymore and just go for it.

The Middleweight Superbike was another Roos win, however, this one was not a runaway. There was a crash in turn one and several riders thought the race was going to be red-flagged. The flagman was changing from the yellow flag to the ambulance flag and a couple of riders misread the flag because it was not fully extended at that point, and they slowed down. After realizing their mistake, they motored back up to racing speeds. Roos was going for first with Brian Gristic and David Murray right behind. On the last lap, heading for the last turn, Gristic got on the brakes too hard and went down, leaving second place open for David Murray. Right behind him in third was David Clyde aboard his Honda CBR600.

The Heavyweight Superbike race was also won by Roos, aboard his Yamaha FZR400. When asked what it was like running a 400 machine in the Heavyweight class, Roos replied, "I had to ride real hard. I knew that in order to win this race I had to get a good start and get the lead early in the race if possible."

Going onto the banking Roos passed Greg Harrison for second place and then went after Bruce Neild. Roos passed Neild going back into the infield, taking the lead which he was able to keep until the end for his big win, riding a 400 in the Heavyweight race.

Results

L/W GP COMB EX: 1. Cam Roos (Yam); 2. David Murray (Yam); 3. Mark Long (Yam); 4. John Lowman (Yam); 5. Thomas Dupont (Yam).

L/W GP COMB NOV: 1. Mark See (Kaw); 2. Todd Dofflemyer (Yam); 3. Dave George (yam); 4. Tom Stewart (Yam).

GTO/GTU 100K ENDUR COMB O/A: 1. Greg Harrison (Suz); 2. Brian Gristick (Hon); 3. David Clyde (Hon); 4. Larry Goldstein (Hon); 5. Arthur Diaz (Hon).

GTO 100K ENDUR COMB: 1. Greg Harrison (Suz); 2. David Clyde (Hon); 3. Danny Minor (Suz); 4. Thomas Dupont (Suz).

GTU 100K ENDUR COMB: 1. Brian Gristick (Hon); 2. Larry Goldstein (Hon); 3. Arthur Diaz (Hon); 4. Bryan Bemisderfer (Suz).

H/W S/BIKE COMB EX: 1. Cam Roos (Yam); 2. Bruce Neild (Hon); 3. Greg Harrison (Suz); 4. Michael Gardner (Hon).

H/W S/BIKE COMB NOV: 1. Mark See (Hon); 2. Roger Minor (Suz); 3. Danny Minor (Suz); 4. Paul Youngman (Yam).

M/W S/BIKE COMB EX: 1. Cam Roos (Yam); 2. David Murray (Hon); 3. David Clyde (Hon); 4. John Lowman (Hon).

M/W S/BIKE COMB NOV: 1. Mark See (Hon); 2. Todd Hoge (Hon); 3. Larry Goldstein (Hon); 4. Bryan Bemisderfer (Suz).

U/L GP: 1. Bruce Neild (Hon); 2. Greg Harrison (Suz); 3. Michael Gardner (Hon).

S/SPRT: 1. Kyle Jones (Suz); 2. Greg Harrison (Suz).

L/W S/BIKE EX: 1. David Murraay (Yam); 2. John Lowman (Yam); 3. Cliff Bigoney (Yam); 4. Stephen Hatch (Yam).

L/W S/BIKE NOV: 1. Mark See (Kaw); 2. Tom Stewart (Yam); 3. Jeffrey Koller (Hon); 4. John Radtke (Yam).

M/W GP EX: 1. Cam Roos (Yam); 2. David Murray (Hon); 3. David Clyde (Hon); 4. John Lowman (Hon).

M/W GP COMB NOV: 1. Mark See (Hon); 2. Todd Hoge (Hon); 3. Mike Bonn (Hon); 4. Roger Minor (Hon).

S/TW COMB O/A EX: 1. Blaine Paules (MG) 2. NV Michael Tiberis (MG) 3. NV Luke Mulry (MG) 4. NV Robert Tolley (MG); 5. NV David Fine (MG).

M/W S/SPRT COMB EX: 1. Cam Roos (Hon); 2. David Murray (Hon); 3. Michael Gardner (Hon); 4. Thomas Dupont (Hon).

M/W S/SPRT COMB NOV: 1. Todd Hoge (Hon); 2. Mike Bonn (Hon); 3. Arthur Diaz (Hon); 4. Roger Minor (Hon).

H/W S/SPRT COMB EX: 1. Cam Roos (Hon); 2. Greg Harrison (Suz); 3. David Clyde (Suz); 4. Kyle Jones (Suz).

H/W S/SPRT COMB NOV: 1. Todd Hoge (Hon); 2. Roger Minor (Suz); 3. Jay Bartlow (Suz); 4. Arthur Diaz (Suz); 5. Paul Youngman (Yam).

Downs, Sparks double at Muddy Creek MX

By Gary Crider

BLOUNTVILLE, TN, OCT. 16

David Downs and Alan Sparks emerged with two class wins each in the 125/250cc GB and 125/250cc C classes, respectively, at Muddy Creek MX in round five of the AMA-sanctioned Victory Sports-promoted $50,000 MEGA Series. Mike Brown topped the 125 Pros while Jim Chester edged Steve Childress for the 250 Pro honors.

Well over 200 riders from nine states were on hand for the event which doubled as a last-chance qualifier for Muddy Creek's upcoming "Top Gun Showdown" series finale on November 6.

The Pro class lineup featured three riders-Mike Brown, Todd Neal and Mike Padgett-who advanced from B division racing after the AMA Amateur National at Loretta Lynn's last August.

Of these three riders, Mike Brown was certainly the standout as he holeshot all four Pro motos and came away with the 125cc Pro win and third in 250cc action.

While Kawasaki/Barr's Competition/Dunlop-backed Brown motored away with the 125cc Pro motos wins, Bare Brother's Jim Chester nailed down a pair of second place finishes. Team Green's Steve Childress overcame mediocre starts to finish 3-3 over Padgett's 4-4. Kawasaki/Bieffe/Scott-backed Neal had high hopes for the day but had to settle for fifth overall in both Pro classes.

"I practiced hard all week but in my first moto I crashed real bad and had to ride the rest of the day with a sore ankle and a major migraine headache," said Neal.

Brown led the first 250cc Pro from start to finish, forcing Childress to settle for a second place finish. Chester had to play catch-up after an early spill but managed a third place finish over Robbie Taylor.

Moto two saw Brown grab his fourth holeshot of the day, but Brown bobbled out of the first turn, giving the lead to Chester. Chester set sail aboard his Barr/Dunlop/Scott-backed Suzuki and held on to net the overalll win over Childress, Brown, and Taylor.

"I want to thank Dunlop rep Lee McCollum for the French-made tires he brought for testing today. I used the tire on my 250 in the second moto and it was really hooking up!" said Chester.

Yamaha of Doraville, Georgia's Todd Downs didn't get a good start all day but still came out the winner in 125 and 250cc B action with 3-1 and 2-2 scores, respectively. Downs' 125cc victory was particularly hard-earned as his Barr/Maier/Smith-backed Yamaha was running poorly in the first moto. Downs pulled off a third place finish.

After a change in his bike's jetting, Downs rocketed from seventh at the start to first at the flag in moto two to net top 125cc B gold in a tied score over Kawasaki's Jeff Shuler who tallied 2-2. Chad Lough won the first moto but was sidelined for the day after a crash in the opening 250cc B moto.

Results

NON-CUR (PRE-'86): 1. Jeff LaFluer (Hon); 2. Allen Buchana (Hon); 3. Chris Arnold (Suz); 4. Randall Wolfe (Yam); 5. Benson Metcalf (Hon).

65 MINI: 1. Brent Lough (Kaw); 2. Matt Harrison (Kaw); 3. Robbie Fritts (Kaw); 4. Thomas Hamby (Yam); 5. Zachary Enzor (Yam).

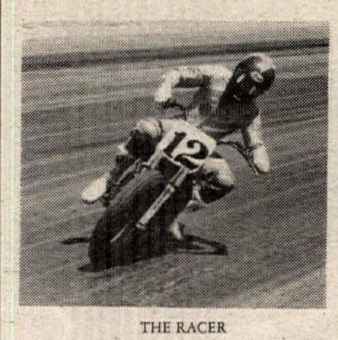
JR MINI: 1. Patrick Greer (Suz); 2. Jordon Moneymaker (Suz); 3. Jesse Thumser (Suz); 4. John Yoakum (Yam); 5. Brent Lough (Suz).

SR MINI: 1. Joshua Steel (Kaw); 2. David Dickerson (Yam); 3. Will McEntyre (Kaw); 4. Bo Shannon (Hon); 5. Patrick Greer (Suz).

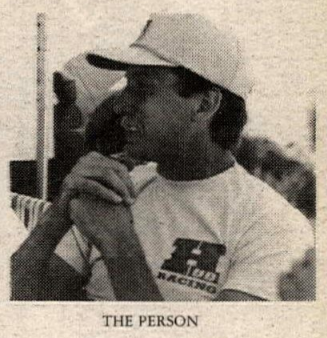
TED BOODY

August 11, 1958 — May 7, 1988

King of the Privateers



THE RACER



THE PERSON

On May 7, 1988 at the Ascot Half-Mile National Motorcycle Race, Ted Boody lost his life.

If you have been a fan of Ted's or enjoyed watching a dirt track race before, let's all honor his memory with a donation to the Ted Boody Memorial Fund Raiser Raffle and a chance of winning one of the many prizes listed below. His wife Teri and two daughters, Lindsay, 9, and Tara, 5, will appreciate your support.

Ted Boody Memorial Ride
November 6th, 1988
12

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- Late model 1980 or newer clean mid-size transportation car, donated by former National No. Twelve, Eddie Mulder.
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Read Cycle News Calendar Section Location for Raffle

Raffle Tickets $5.00 Each or Three For $10.00. Larger donations appreciated.

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Mail this form to:
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If you want your raffle stubs, send a self-addressed envelope to bank address.

Name _____
Address _____
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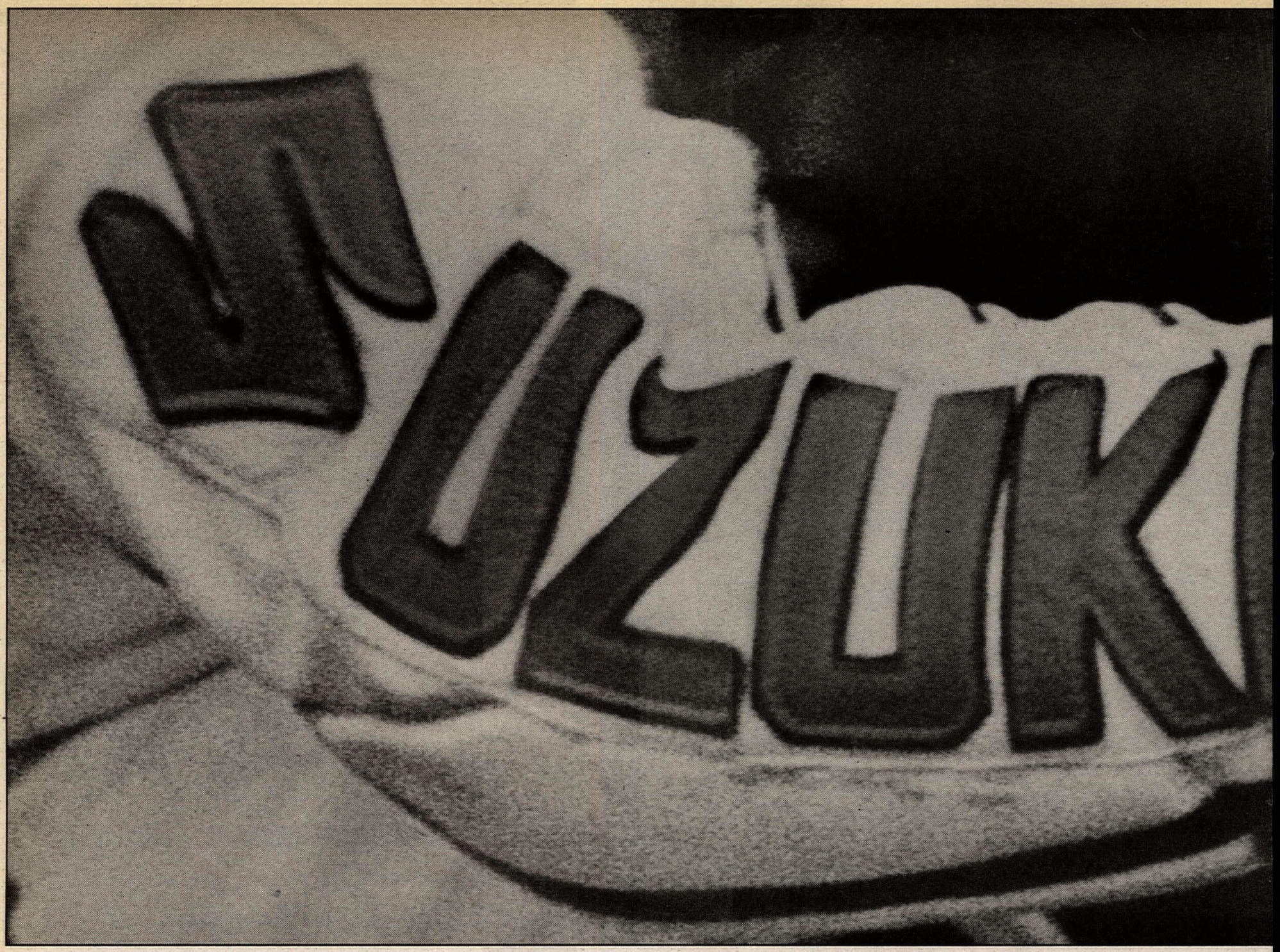

Twist and shout

See who soars to the top of the charts at the $70,000 Suzuki National Cup Series Final, November 5 & 6.

It was music to their ears when the top club racers in the country qualified for the Suzuki National Cup Series Final. Now you can feel that excitement when you join them November 5 & 6, at Road Atlanta. When the top racers from each of ten regions throughout the country play this hot track, they'll be goin' round and round, twistin' and turnin' and movin' at over 10,000 RPMs.

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PHOTO BY KATRINKA LAWSON

Sam Walkup's fast pit stop helped him take the Expert class win at the first round of the South Texas Hare Scrambles Series at Rockne.

125 YTH: 1. Joshua Steel (Suz); 2. Gary Hendricks (Hon); 3. Travis Taylor.
125 C: 1. Alan Sparks (Kaw); 2. Andy Pullon (Kaw); 3. Chris Wilson (Kaw); 4. Michael Litz (Hon); 5. Brent West (Hon).
250 C: 1. Alan Sparks (Kaw); 2. Tommy Linville (Hon); 3. Mike Howard (Kaw); 4. James Hayes (Hon); 5. Mark Jackson (Hon).
125 B: 1. Todd Downs (Yam); 2. Jeff Shuler (Kaw); 3. Chad Powers (Cag); 4. Gary Dalton (Kaw); 5. Chris Tucker (Yam).
250 B: 1. Todd Downs (Yam); 2. Jeff Shuler (Kaw); 3. Chris Brewer (Kaw); 4. Dwain Miller (Kaw); 5. Chad Powers (Cag).
OPEN B: 1. Chris Shortridge (Kaw); 2. Kevin Austin (Hon); 3. Mark Jackson (Hon); 4. Robert Curtain (Hon); 5. Mark VanderKley (KTM).
25 =: 1. David Albert 9Cag); 2. Jeff Dodgen (Yam); 3. Jeff Biggers (Yam); 4. Larry Harrison (Suz); 5. Steve Litz (Hon).
SR (30 +): 1. Larry Harrison (Suz); 2. Randy Poynter (Suz); 3. Rhett Smith (Hon); 4. Jeff Eads (Yam); 5. Johnny Gibson (Hon).
ENDR: 1. Fred Moore (Hus); 2. Mike Johnson (Hus); 3. Christian Jensen (Kaw); 4. Charles Burlson (Hon); 5. Johnny Rasar (Kaw).
125 PRO:: 1. Mike Brown (Kaw); 2. Jim Chester (Suz); 3. Steve Childress (Kaw); 4. Mike Padgett (Yam); 5. Todd Neal (Kaw).
250 PRO: 1. Jim Chester (Suz); 2. Steve Childress (Kaw); 3. Mike Brown (Kaw); 4. Robbie Taylor (Yam); 5. Todd Neal (Kaw).

Stoller strolls at Ocala MX

By Gwen Millan

Brad Stoller claim the overall win in the 125cc C class at round nine of FMC's 8th Annual Fall Series at Ocala MX.

The opening round saw Stoller lead the first lap with Beth Rewis in second. Mike Tidey was in third and pressing hard, while fourth was held by Steven Richburg ahead of Keith Griffis. By the second lap Stoller had pulled away and Tidey had pulled the rug out from under Rewis to claim second. Tidey went down on the third lap and dropped to eighth, while Shale Anderson was steadily gaingin ground and wasn't long before he unseated Griffis and was on Richburg's tail. Stoller, Rewis, Richburg and Anderson steadily held their positions but Griffis lost fifth to Gary Allred. Anderson went down late in the race and at the checkered flag Stoller was first over Rewis, Allred, Richburg and Griffis.

Stoller led the brigade in moto two, Tidey was second with Rewis, Richburg and Kevin Hale all in tow. Stoller had Tidey on his tail while Allred charged up to third after a seventh-place start. On the sixth lap Allred zoomed past Stoller to claim second, and the white flag lap saw Allred take the lead after Tidey fell. Allred went on for the win with Stoller and Richburg settling for second and third.

Results

P/W: 1. Stacey Stoller (Yam); 2. Derek Keyes (Yam); 3. Scott Perry (Yam); 4. Katrina Millan (Yam).
60: 1. Mackenzie Perry (Kaw); 2. Keith McQuaig (Kaw).
WMN: 1. Beth Rewis (Hon); 2. Christina McQuaig (Hon); 3. Judy Ionio (Kaw); 4. Catherine priest (Kaw); 5. Marsha Maddux (Yam).
100: 1. Michael McRae (Kaw); 2. Chris Brown (Kaw); 3. Shale Anderson (Kaw).
MINI A: 1. Josh Latina (Kaw).
MINI C: 1. Michael McRae (Kaw); 2. Chris Brown (Kaw); 3. Jonathan Burrell (Suz); 4. Eric James (Kaw); 5. Keith McQuaig (Hon).
125 B: 1. Justin Jackson (Suz); 2. Richie Brooker (Hon); 3. Barry Sanders (Suz); 4. Todd Rousseau (Hon); 5. Ernie Millan (Hon).
125 C: 1. Brad Stoller (Suz); 2. Gary Allred (Hon); 3. Steven Richburg (Hon); 4. Beth Rewis (Hon); 5. Mike Tidey (Yam).
250 B: 1. Mark Bazinet (Kaw); 2. Roger Ambs (Yam).
250 C: 1. Mike Durden (Hon); 2. Brett Singer (Yam); 3. Anthony Brooks (Hon); 4. Ed Garlin (Hon); 5. Tony Vitale (Hon).
15-24: 1. Gary Paul (Kaw); 2. Justin Jackson (Suz); 3. Richie Brooker (Hon); 4. Brent Cole (Hon); 5. Todd Rousseau (Hon).
25 +: 1. Roger Ambs (Yam); 2. Mitchel Holstein (Hon); 3. Steven Richburg (Hon); 4. Joe Hottman (Hon).
SR: 1. Ernie Millan (Hon); 2. Anthony Brooks (Hon); 3. John Bekanich (Kaw); 4. Paul Saddix (Yam); 5. Chip Galliano (Kaw).
OPEN NOV: 1. Mark Bazinet (Kaw); 2. Todd Hunt (Hon); 3. Paul Shassix (Yam); 4. Eugene Lovell (Hon).

Tresser tops Baylands ST

By Mike Vancil

FREMONT, CA, OCT. 2

Andy Tresser won the 500 Pro class feature today at the short track at Baylands Raceway Park. Tresser had several challenges from Randy Bereman, but the attempts by Bereman fell short as Tresser got the better drives off the corners. Several laps saw Bereman exit a corner with a far better drive but it was never enough to get a wheel under Tresser going into the next corner. Finishing third in the final was Ricky Smith.

Johnny Murphree took two first places in 60cc and 80cc class action. Murphree and his pair of Kawasaki minis took total command of the two classes in which he was entered. Taking second to Murphree in the 60cc division was Jeff Gabhart, while Robert Stevenson was to follow Murphree home in the 80cc final.

In 500cc Junior class action it was John Gonzales that took the checkers way out in front of the pack. Heat race winner Bobby Ingle on a machine loaned to him by Tresser got a bad start and bad breaks which were enough to keep Gonzales out in front.

Results

P/W: 1. Jake Keeney (Yam); 2. Scott Arnold (Yam).
60 MINI BEG: 1. Helder Alvernaz (Kaw); 2. Craig Gonzales (Kaw); 3. Junior Alvernaz (Kaw); 4. Lance Arnbold (Kaw).
60 MINI JR: 1. Johnny Murphree (Kaw); 2. Jeff Gabhart (Kaw); 3. Robert Stevenson (Yam).
80 MINI JR: 1. Dan Hart (Kaw); 2. Don Hart (Yam); 3. Tim Alvernaz (Yam); 4. Steve Helbo (Kaw).
80 MINI EX: 1. Johnny Murphree (Kaw); 2. Robert Stevenson (Yam).
250 NOV: 1. Nick Stevens (Yam); 2. Michelle DiSalvo (Yam); 3. Dave Acosta (Hon); 4. Jim Poff (Yam).
250 JR: 1. Gary Milewski (Hon); 2. Alloyn McBee (Yam).
500 NOV: 1. Joe Koppe (Yam); 2. John Pierce (Yam); 3. Dave Acosta (Hon); 4. Tom DeSalvo (Tri); 5. Jim Poff (Yam).
500 JR: 1. John Gonzales (Yam); 2. Jack Winans (Yam); 3. Alloyn McBee (Yam); 4. Bobby Ingle (Yam); 5. Armando Alvernaz (Yam).
VET: 1. Greg Sowle (Hon); 2. Rocky Malynn (Bul); 3. Bobby Ingle (Yam).
500 PRO: 1. Andy Tresser (Rtx); 2. Randy Bereman (Rtx); 3. Ricky Smith (Hon); 4. Jimmy Higuera (Rtx); 5. Bob McDonnell (H-D).

Goertz grabs Rockne Hare Scrambles

By Tom Tysl

ROCKNE, TX, OCT. 2

The DBCSA didn't have to fight Earth First or environmentalist radicals, but Hurricane Gilbert postponed the first round of the South Texas Hare Scramble Series until today. Those who made the Dunlop/Scott USA-sponsored rain date were treated to a course and weather conditions that were described as perfect, especially for Mark Goertz, who was today's overall winner.

Dunlop's Frank Stacy, on a Honda CR500, led the Pro class into turn one. Ten miles later, Stacy had a 10-second lead followed by Steve Cardwell, Mark Goertz, Cliff Goertz (Mark's cousin), Doug Paley, and Charlie Martin in fifth place.

Stacy's lead came to an abrupt halt two miles into the second loop. Swinging wide and hitting a grass covered stump he took flight, hitting the ground hard enough to injure his ribs.

With Stacy out Cardwell moved up and took the lead. Cardwell led through the scoring area at the start of lap three, but Mark Goertz pushed his KTM past Cardwell going into the river bottom part of the course. They were followed by Cliff Goertz and Charlie Martin.

Cardwell seemed faster on the MX part of the track and again took the lead on lap five, but Mark Goertz was never far out of his roost. Meanwhile, Martin passed Cliff Goertz for third.

On lap six Mark was again in the lead which he would hold to the end. Cardwell seemed to be fading with Martin over a minute behind. Cliff Goertz had broken a radiator on his CR250 which left fourth to Doug Paley. Cardwell said, "I just ran out of gas physically, and if I hadn't gotten the white flag I might have killed the flagman."

The most exciting race of the day was in the Expert class which was a four-way slugfest between Mark Taylor, Tom Grantham and Richard Coken. Taylor, in the lead again, coming down the straight before the pit entrance took his left hand off the bars to signal he was going to pit. Walkup pitted at the same time, however his crew was faster and got him back on the track first. At the checkered Walkup's KX had a two minute lead on second place Taylor followed by Grantham and Coker.

Results

PRO: 1. Mark Goertz (KTM); 2. Steve Cardwell (Kaw); 3. Charlie Martin (KTM).
EX: 1. Sam Walkup (Kaw); 2. Mark Taylor (Hon); 3. Tom Grantham (Hon).
OPEN: 1. Bob Lewallen (Hon); 2. Nick Williams (Hon); 3. Gerald Huegele (KTM).
250: 1. Brad Burne (Hon); 2. Jon Ball (Kaw); 3. Herman Goertz (Hon).
200: 1. John Dudgeon (Kaw); 2. Mike Davis (Kaw); 3. Hardy Dudgeon (Kaw).
125: 1. George Breehl (Hon); 2. Ron Rosbury (Suz); 3. Greg Tarver (Cag).
OVER 30: 1. Arnold Bragewitz (Kaw); 2. Andrew Trott (Kaw); 3. Ted Campbell (Hon).
OVER 40: 1. Guy Humphrey (Hon); 2. Fardinand Hroch (Hon); 3. Herb Fish (Hon).
OVER 50: 1. Jimmy Jones (KTM); 2. Sam Bennett (KTM); 3. Dolph Nesloney (Hon).
80: 1. Daniel Trott (Kaw); 2. Mike Moses (Yam); 3. Glen Phillips (Kaw).
60: 1. Jason Moses (Kaw); 2. Brant Dickerson (Kaw).
50: 1. Brian Johnson (Yam); 2. Drew Dunber (Yam); 3. Michael Lowery (Yam).
WMN: 1. Barb Russell (Suz); 2. Liz Lundell (Suz); 3. Christine Hudspett (Hon).
BEG: 1. Brian Mason (Hon); 2. Marek Janecka (Hon); 3. Brett Dunbar (KTM).

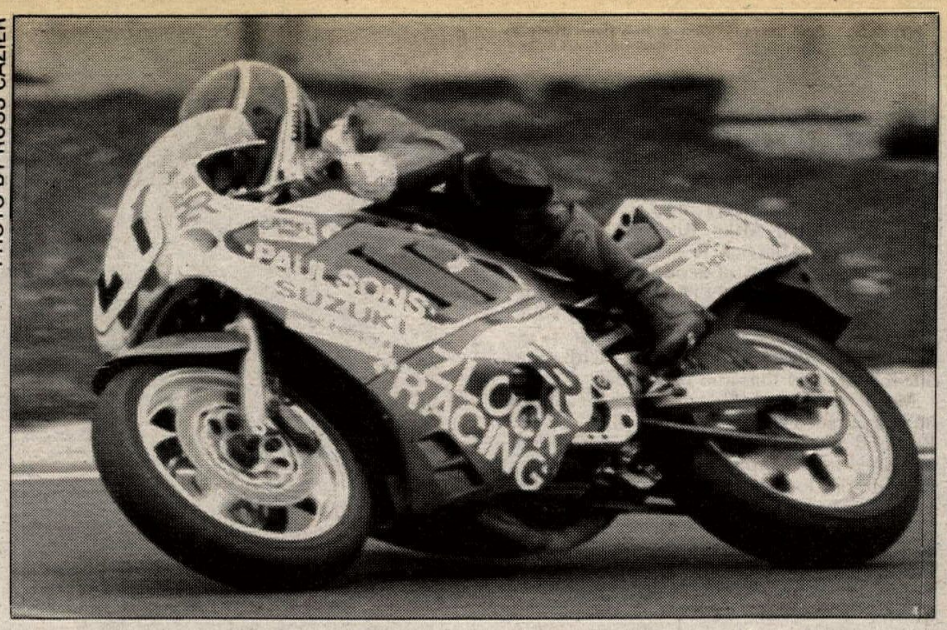

PHOTO BY RUSS CAZIER

Keith Pinkstaff rode his Suzuki GSXR750 to the win in the Formula 1 class and set a new track record at Portland International Raceway.

Pinkstaff, Pittman jam PIR RR

By Russ Cazier

PORTLAND, OR, OCT. 18

The Oregon Motorcycle Road Racing Association's optimism in scheduling an October race at Portland International Raceway was rewarded with great weather and a new track record. Keith Pinkstaff and Joe Pittman, both riding Zlock Racing Suzuki GSXR750 Superbikes, are the new co-holders of the PIR two-wheel track record of one minute and 12 seconds on the 1.915-mile course. The previous record was a 1:12.55, set by Pinkstaff in 1986.

Pittman jumped to an early lead in the 750cc Superbike, while Pinkstaff was engaged in a long dice with Doug Renfrow for second. When Pinkstaff finally broke clear on the fifth of 10 laps, Pittman was a good seven seconds ahead, but he took off after him. The stop watches came out in force when everyone could see that Pinkstaff was making up the lead in big chunks. Pinkstaff closed on Pittman and passed him just before the white flag, then Pittman passed him back and the final sprint to the checkered produced the record lap.

Pinkstaff, when asked how a track record could be set on a cool day, at the end of the season, on probably tired bikes, with very little at stake for season points, answered, "Several things happened at once. The resurfaced track takes some getting used to, but it's actually faster on the racing line.

"We got pretty loose in the four lap qualifier" said Pinkstaff. "Joe Pittman and I were trying to shut off each other's kill switches going down the straight, grabbing elbows for a slingshot, blocking the outside pass by sticking out your leg, that sort of thing."

Pittman had a big day all around, winning the Open, 750 and 600cc Production classes, plus the 750cc Superbike. Shawn Roberti made it tough for him in the 750 and 600cc Production, as both races were decided only in the final laps.

Results

OPEN PROD: 1. Joe Pittman (Suz); 2. Keith Pinkstaff (Suz); 3. Sam Solomon (Suz).
750 PROD: 1. Joe Pittman (Suz); 2. Shawn Roberti (Suz); 3. Sam Solomon (Suz).
600 PROD: 1. Joe Pittman (Suz); 2. Shawn Roberti (Suz); 3. Arnold Andrews (Hon).
450 PROD: 1. Gary Crenshaw (Yam); 2. Stuart Miller (Yam); 3. Mark Conner (Yam).
750 SPBK: 1. Joe Pittman (Suz); 2. Keith Pinkstaff (Suz); 3. Doug Renfrow (Suz).
600 SPBK: 1. Mike Ruedebusch (Hon); 2. Ken Weipert (Hon); 3. Arnold Andrews.
450 SPBK: 1. Mike Given (Yam); 2. Gary Crenshae (Yam); 3. Steve Hora (Yam).
F-1: 1. Keith Pinkstaff (Suz); 2. Joe Pittman (Suz); 3. Doug Renfrow (Suz).
F-2: 1. Terry Williams (Yam); 2. Ken Weipert (Hon); 3. Mike Ruedebusch (Hon).
F-3: 1. Andy Crane (Hon); 2. Rick Salmin (Hon); 3. Greg Gaulke (Hon).
OPEN SGL: 1. Brad Pinkstaff (Yam); 2. Bill Fillion (Yam); 3. Dan Batz (Yam).
OPEN BOTT: 1. Randy Shemwell (Duc); 2. Don Horn (Duc); 3. Tom Baker (BMW).
650 BOTT: 1. Chris Ninaud (Kaw); 2. Don Peters (Kaw); 3. Matt Moeller (Kaw).
OPEN VINT: 1. Ward Rodgers (Kaw); 2. Duncan Craick (Nor); 3. David Miller (BMW).
500 VINT: 1. Mike Rivelli (Duc); 2. Tim Marek (BSA); 3. Lance Raber (BSA).
250 VINT: 1. Tony Rivelli (Duc); 2. Jim Rivelli (Duc); 3. Jon Brenna (Hon).
NOV: 1. David Cook (Hon); 2. Dave Heinricks (Yam); 3. Don Becklin (Hon).

Garza tops Louisiana HS

By Karen Kemp

WATSON, LA, OCT. 9

Honda rider Manny Garza was all smiles as he walked away with his four-foot overall hare scramble trophy presented by the Louisiana Trail Riders Association at the Riverside Motorcycle Park. Garza competed in the 200cc Expert class, but outrode all the AA riders as he turned the fastest time of the day.

Fastest novice time was accomplished by Suzuki-mounted Greg Bryant, who was competing in the 250cc Novice class. Bryant passed many of the expert riders before his six-lap finish.

The 0-9 Year Old class was the first race of the day and these little guys rode a short course of woods trail. Jeremy Ables rode his Kawasaki to first place, Honda rider Jeffrey Albright took second and Brandon Tynes finished third on his Honda.

Riders lined up for a motocross start at the starting gate and raced a portion of the motocross track and then into the woods for a variety of trail conditions. There was sections of tricky slick trail, some thick sand sections, and also some dusty and sandy sections on the five-mile course.

Results

O/A EX: 1. Manny Garza (Hon).
O/A NOV: 1. Greg Bryant (Suz).
AA EX: 1. Kevin Hutchinson (Hus); 2. Mark Jamroz (Hon); 3. Bo Chaney (Kaw); 4. Walter Fairchild (Hon).
OPEN EX: 1. David Hall (Hon); 2. Lee Fugler (Hon); 3. Frank Nugent (Hon); 4. John DeLee (Hon); 5. Richard Wise (Yam).
200 EX: 1. Dwight Wheat (Kaw).
INT EX: 1. Jonny Kemp (Hon); 2. Ricky Foster (C-A): 3. Joe Burnham (Kaw).
OPEN NOV: 1. Ken Hagen (Hon); 2. Jeff Albright (Hon).
250 NOV: 1. Clint Woods (Suz); 2. Kelly Chachere (Suz); 3. Mark Murphy (Suz); 4. Jim Knotts (Yam); 5. Charlie Simmons (Kaw).
200 NOV: 1. Kevin Fleming (Kaw); 2. Robert Bridges (Hon); 3. Brad Minninger (Kaw); 4. Brian Murphy (Yam); 5. Earl Nugent (Hon).
125 NOV: 1. Chad Tate (Hon); 2. Matt Matthews (Hon); 3. Bubba Daquanno (Kaw); 4. Brennan Bourque (Kaw); 5. Kyle Thibodeaux (Kaw).
INT NOV: 1. Randall Roberts (Hon); 2. Terry Brown (Hon); 3. Raymond Battillo (Kaw); 4. Chris Choppin (Hon); 5. Ronnie Battillo (Kaw).
SR: 1. Walter Brunson (Yam); 2. Carl Shively (Hon); 3. Manuel Garza (Hon); 4. Ron Steagall (Hon); 5. Arthur Ernst (Kaw).
JR: 1. Larry Peavy (Kaw); 2. Chris Moore (Suz); 3. Bobby Smith (Hon); 4. Bob Keaton (Kaw); 5. Neil Steagall (Yam).
10-12 MINI: 1. Clay Brunson (Yam); 2. Rocky Miller (Hon); 3. Jeremy Parker (Hon).
0-9 MINI: 1. Jeremy Ables (Kaw); 2. Jeffrey Albright (Hon); 3. Brandon Tynes (Hon).
OPEN BEG: 1. Danny Morgan (Yam); 2. Ronnie Smith (Kaw).

200 BEG: 1. Paul Steagall (Hon); 2. Rick Ryan (Hon); 3. Clay Stanley (Yam); 4. Steven Nugent (Hon); 5. Scott Altazin (Hon).

Roe, Bias tangle at Freedom Hall MX

By Susan Willian

LOUISVILLE, KY OCT. 7-8.

Honda-mounted Mike Bias and Kawaski Team Green's Derrick Roe each picked up a win in two nights of action-packed arenacross at Renegades TNT/Billy Abel Productions Arenacross Challenge at Freedom Hall.

Night one saw a three-moto format in the 125cc class with Roe running away with moto one followed by Bias and Billy Abel.

Moto two found Abel the early leader as he was pursued by Roe and Bias. By lap three, Roe and Bias had moved by Abel and Roe remained in first until Bias applied pressure. Roe almost lost it over a set of jumps but saved it as he ran off the course, allowing Bias to move into the lead. Roe dropped to fourth as Bias landed the win followed by Abel and David Weis.

The final moto of the evening saw Bias quick off the start with Abel and Roe in pursuit. Midway through the moto Roe moved by Abel for second. Bias filed by in first with Roe and Abel next in line. Bias took the overall win having the total lowest score followed by Roe and Abel.

In the second night of racing Roe claimed four wins for the overall.

In the first round of action, Abel grabbed the holeshot but Roe glided by, taking the lead. Abel dropped to second and was hounded by third place Bias. Bias eventually took over second with Abel finishing third.

Round two again found Roe in command from start to finish despite hard charges by Bias. Bias earned second with Abel taking another third.

Roe aced round three of the action as David Weis held second despite the heat put on him by Bias, who finished third as Abel dropped to fifth.

The main saw Roe primed for the win again leading from start to finish while Bias motored in second. Weis and Abel duked it out for third as Abel gased it taking third while Weis claimed fourth. Roe earned the overall honors with an unblemished score while Bias took the runner-up slot.

Results

SATURDAY

125: 1. Mike Bias (Hon); 2. Derrick Roe (Kaw); 3. Billy Abel (Hon); 4. David Weis (Hon); 5. Terry Latham (Hon).

SUNDAY

125: 1. Derrick Roe (Kaw); 2. Mike Bias (Hon); 3. Billy Abel (Hon); 4. David Weis (Hon); 5. Jeff Steinrock (Hon).

Brown best at Berthoud MX

By Larry Johnson

BERTHOUD, CO, OCT. 1-2

Derek Brown didn't win the war, but today he won the battle at Berthoud. The Team/Green/Golden Motorcycle Center/DMC/Rock Oil/Gear/Shoei-sponsored rider went into the SRAC season finale in second place in the 250cc Pro class behind Dave Newell, who had an insurmountable points lead for the championship. Brown had been in contention until a broken ankle short-circuited that.

Stacey Cook led Tim Buchli, Corey Cope and Brown early in the first moto, then Cook bailed hard. The crash left Cook unconscious and badly cut and bruised on the face. He was taken to the hospital for stitches, and he returned later to watch. Brown shot to the lead and left Cope and Buchli behind by the checkers.

Brown led Cope and Buchli out of the gate in moto two and never looked back. He quickly built a solid cushion over Cope and won moto two, while Buchli, again, finished third.

Buchli, Keith Campbell and Gil Murray eventually passed early-leader Andy Atkins in the first 125cc Pro moto, and they finished in that order. It was also the positions that they finished the season in. Atkins spent the second half of the moto in a wild dice with Scott Fulcher and Jeremy Middaugh.

Middaugh led most of moto two, while Buchli gradually closed the gap. Then Middaugh low-sided in a dry, slick corner trying to cut under a lapped rider. Buchli went by for the lead and win. Middaugh quickly remounted in second and stayed six seconds behind Buchli to the finish, earning third overall. Campbell came in third for second overall.

Newell also won the Open Pro class title and was on his way to the overall after winning moto one. But that went away when he ran out of gas in moto two, giving the victory to Bob Hanrahan.

Atkins won the 80cc Expert class and took his third consecutive championship in that class. Shawn Smith went 1-1 in the Vet Experts, and won his second straight title, and Dave Wollaston scored a 1-1 in the Senior Expert class to earn his third crown in four years and his third title of the year, also. He earlier won both Vet and Senior Expert class supercross championships. That matched Buchli's three titles on the year. He also won the 125 and 250cc Pro SX titles.

Results

60 NOV: 1. Josh Locker (Kaw); 2. Sal Delgado (Kaw).

80 NOV D-1: 1. Bren Kerrigan (Kaw); 2. Mike Jones (Kaw); 3. Bryan Shepit (Hon).

PHOTO BY LARRY JOHNSON

Dave Newell won the 250cc and Open Pro class titles at Berthoud.

80 NOV D-2: 1. Bryan Stumbaugh (Kaw); 2. Aaron Lebsack (Kaw); 3. Don Burns (Yam).

80 AM: 1. Micah Moyes (Kaw); 2. Derek Shaffer (Kaw); 3. Corey Clark (Kaw).

80 EX: 1. Andy Atkins (Kaw); 2. Jeremy Middaugh (Kaw); 3. Alex Neir (Kaw).

125 NOV: 1. Mark McClellan (Hon); 2. Derrick Matheny (Yam); 3. David Bragg (Suz).

125 AM: 1. Mark Howe (Kaw); 2. Brad Willems (Kaw); 3. Guy McDonald (Hon).

125 PRO: 1. Tim Buchli (Yam); 2. Keith Campbell (Yam); 3. Jeremy Middaugh (Kaw).

250 NOV: 1. Glen Schissler (Yam); 2. Steve Boswell (Kaw); 3. Stacey Rogers (Hon).

250 AM: 1. Dave Wolf (Yam); 2. Mike Mitchell (Kaw); 3. Jeff Moore (Yam).

250 PRO: 1. Derek Brown (Kaw); 2. Corey Cope (Hon); 3. Tim Buchli (Yam).

OPEN NOV: 1. Mike Riley (Hon); 2. Steve Hill (Hon); 3. Mike Lundquist (KTM).

OPEN AM: 1. Jim Rase (Hon); 2. Frank Rogers (Yam); 3. Ed Miller (Hon).

OPEN PRO: 1. Bob Hanrahan (Kaw); 2. Mike Stanfill (Kaw); 3. Brian Sharp (Hon).

VET NOV: 1. Dean Alexander (Kaw); 2. David Houchin (Suz); 3. Mike Jones (Hon).

VET AM: 1. Steve Boswell (Kaw); 2. Pat Leahy (Hon); 3. Mike Turner (Kaw).

VET EX: 1. Shawn Smith (Hon); 2. Kirk Medina (Hon); 3. Bruce Field (Hon).

SR NOV: 1. Brac Melton (Kaw); 2. Larry Johnson (Yam); 3. Mike Maurer (Hon).

SR AM: 1. Bob Krus (Hon); 2. John Fridlund (Yam); 3. Perry Black (Hon).

SR EX: 1. Dave Wollaston (Suz); 2. Vic Barlish (Yam); 3. Byron Wolf (Hon).

WMN: 1. Pat Jacques (Yam).

Burcham, Bertagnoli top at Indy RR

By Todd Saalfrank

INDIANAPOLIS, IN, OCT. 9

Gene Burcham, currently ranked fifth in the WERA points standings, and Alan Bertagnoli battled each other for the win in the 400cc Production class at Indianapolis Raceway Park in Indianapolis.

During the first lap in the main, Bertagnoli's Yamaha FZR400 grabbed the holeshot, while Burcham, aboard his Yamaha FZR400, was close behind in Bertagnoli's draft. By the end of the second lap, Bertagnoli and Burcham had pulled away from the rest of the pack and set the pace for the remainder of the race. Burcham and Bertagnoli swapped places several times during the second lap. Bertagnoli then managed to hold off Burcham for the next two laps.

The riders were not only battling each other for the title, but also a slick track. Light rain dampened the pavement for several hours. The rain didn't seem to dampen Burcham's determination. Burcham slipped by Bertagnoli by taking the inside line on a sharp right-hander, during the fourth lap. Bertagnoli couldn't manage to squeeze any more power out of his FZR400 to take back the lead.

Burcham took his FZR400 around for the final lap with Bertagnoli right in his draft. Despite the fact that Bertagnoli was only a bike length behind, Burcham held him off and took the checkered flag for a first place win.

In the 750cc Superbike Expert class, Tom Kipp jumped out to an early lead aboard his Yamaha FZR750. Kevin Rentzell, aboard his Yamaha FZR400, stayed right with Kipp and just a few bike lengths ahead of Ron Widmen, on his Suzuki GSXR750. The three remained in these same positions for the entire six laps with Widmen taking third place, Rentzell taking $300 in Yamaha second-plače prize money and Kipp taking the checkered flag for first place and $5500 in Yamaha contingency money.

Results

750 PRO NOV: 1. Doug Sholty (Hon); 2. Greg Jones (Suz)/ 3. Tim Halsmer (Hon).

750 S/BIKE EX: 1. Tom Kipp (Yam); 2. Kevin Rentzell (Yam); 3. Ron Wideman (Suz).

600 PRO NOV: 1. Sam Wardrip (Hon); 2. Keith Merryfield (Hon); 3. Kirk Revilhe (Hon).

1100 PRO: 1. Doug Sholty (Hon); 2. Bob Sandy (Suz); 3. Jeff Noordyke (Yam).

F-2/400PRO: 1. Gene Burcham (Yam); 2. Alan Bertagnoli (Yam); 3. Mary Miller (Yam).

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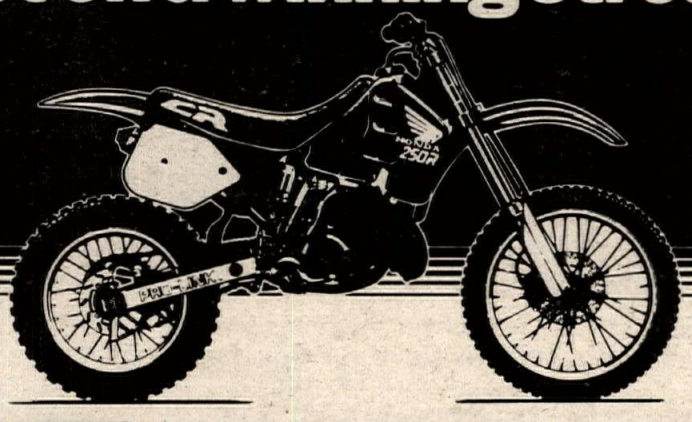

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PHOTO BY DAVID PROCIDA

Kawasaki's Jeff Matiasevich finished second in the 125c Pro class behind overall winner Michael Ray Craig at Perris Raceway.

750 PRO EX: 1. Charles Buse (Suz); 2. Ron Widmen (Suz); 3. Greg Karm (Suz).

Walls wails at Perris MX

By David Procida

PERRIS, CA, OCT. 8

Cliff Walls piloted his CR250 Honda to a pair of wins to take the 250cc Intermediate class by storm today at Perris Raceway MX.

In moto one, Wallis shot off the line and grabbed the holeshot ahead of Jeff Del Villar and Jeff Kaplan. Del Villar stayed with Walls in the early laps, but couldn't keep up with the pace the Honda pilot was keeping. Del Villar wasn't alone, however, as Kaplan was applying heavy dosages of pressure. Charging strong up the straightaway, Darren Richards put a quick move on Kaplan, taking over third and pulling in right behind Del Villar. Richards went down trying to get by Del Villar and fell back to fourth. Up front, Walls was maintaining the pace he had set earlier and had pulled away from the pack. Del Villar had now put some breathing room on third place Kaplan, who had an equal distance on Richards in fourth. The ranking stayed intact for the remainder of the moto and Walls took a comfortable win.

Moto two saw Walls take the holeshot again with Richard, Del Villar and Jeff Kaplan tightly bunched together. The four riders remained close for the opening four laps before Del Villar dropped back. By the halfway mark, Walls, once again, took a commanding lead with Richards leading Kaplan by less than a bike length. Late in the moto, Richards dropped back into the pack with Kaplan taking second and Del Villar third. The moto came to an end with Walls taking his second moto win of the day. Kaplan's 3-2 edged out Del Villar's 3-2.

Intermediate 125cc action enjoyed a large turnout of riders today. In moto one, Pro Circuit's Buddy Morgan worked from mid-pack up to lead the class across the checkered. He was followed by Chuck Kinne and Suzuki-mounted SCR/JT rider Guy Deckert.

Moto two winner DMC-sponsored Randy Danylo, could only muster a fifth in moto one, putting him out of contention for the top slot. Morgan finished third behind Kinne, giving Kinne the overall via a 2-2 scoring. Morgan's 1-3 placed him second overall ahead of Danylo. Deckert and Mission Yamaha/Scott/PJ1 rider Don Burke rounded out the top five slots.

Results

MINI BEG: 1. Billy Clifton (Kaw); 2. Brian Streuter (Kaw); 3. Mike Dumbrowski (Kaw).
MINI EX: 1. Craig Decker (Yam); 2. Derek Natvig (Suz).
125 BEG: 1. Danny Teyler (Yam); 2. Owen Dickson (Yam); 3. Phillip Williams (Hon).
250 BEG: 1. Ray Eberlin (Suz); 2. John Reynolds (Hon); 3. Todd Heagstedt (Yam).
125 NOV: 1. Craig Monty (Kaw); 2. Bobby Hubbard (Hon); 3. Kevin Hanrahan (Hon).
250 NOV: 1. Bill Sauro (Hon); 2. Will Dickson (Yam); 3. Ken Grey (Kaw).
250 OPEN: 1. Charlie Gilmore (Hon); 2. Jim Alexander (Hon).
125 INT: 1. Chuck Kinne (Kaw); 2. Buddy Morgan (Hon); 3. Randy Danylo (Kaw).
250 INT: 1. Cliff Walls (Hon); 2. Jeff Kaplan (Hon); 3. Jeff Del Villar.
OPEN INT: 1. Larry Nannenga (Hon).
125 PRO: 1. Michael Ray Craig (Yam); 2. Jeff Matiasevich (Kaw); 3. Craig Canoy (Suz).
250 PRO: 1. Micky Dymond (Yam); 2. Jeremy McGrath (Hon); 3. Craig Davis (Yam).
OPEN PRO: 1. Greg Zitterkopk (ATK); 2. Ed Arnet (Hon); 3. Paul Krause (Kaw).
VET NOV: 1. Jim Speight (Kaw); 2. Jim Stentz (Yam); 3. Kelly Gray (Yam).
VET INT: 1. Paul Tomorie (Hon); 2. Richard Dick (Kaw); 3. Ken Francis (Yam).
VET EX: 1. Gary Jones (Hon); 2. Alan Olson (Yam); 3. Ron Lawson (Suz).
OT: 1. Bengt Johansson (Hon); 2. Jody Weisel (Hon); 3. Marvin Olson (Yam).
HI-TORQUE HOULIGANS: 1. Ed Arnet (Hon); 2. Robb Mesecher (Hon); 3. Tim Tolleson (Hon).

Keylon wins Capital City Enduro

By David Tharp & Carol Collins

TALLAHASSEE, FL, OCT. 2

Former motocrosser Kenney Keylon, Jr. was the overall winner at the FTR/SETRA-sactioned, AMA/District 7 Capital City Enduro. For Keylon, it was a close battle down to the finish with the top four riders all dropping three points, but after all the seconds were counted, checked and rechecked, it was Keylon totaling the lowest score to nab the overall over Joey Hopkins, KTM's Allen Gravitt and Bob Shillinger. The event was hosted by the Tallahassee Trail Riders. A total of 70 ground miles kept the riders busy all day long, and the weather was ideal.

The key checkpoint to Keylon's success was the third check, where FTR club member Keylon dropped just one point, arriving five seconds late, then at the following check, Keylon scored a two and zeroed the rest of the enduro. Keylon's score at check five was the clincher.

Fifth overall with a four went to former ISDE rider George Waller, while sixth went to Open A class winner Allen Scott, who posted a five.

Results

O/A: 1. Kenny Keylon, Jr.
AA: 1. Joey Hopkins; 2. Allen Gravitt; 3. Bob Shillinger.
A 200: 1. David Barrick; 2. Mitch Greenberg; 3. Steve Hermansen.
A 250: 1. Sam Plumb; 2. Arty Spencer; 3. Wade Bailey; 4. Dean Kronenwetter.
A OPEN: 1. Allen Scott; 2. Travis Hayes; 3. Derrell Cox; 4. Mike Shank.
A SR: 1. Thomas Missimer; 2. Charles Martin; 3. Mike Reynolds.
A S/SR: 1. Jimmy Lynch; 2. Larry Baxley; 3. Frank Amos.
B 125: 1. Andy Smith; 2. Johnny Thomas; 3. Andy Spencer.
B 200: 1. Martin Pruett; 2. Mark Logan; 3. Marty Starnes; 4. Shane Henry; 4. Eddie Graybeal.
B 250: 1. Mike Martin; 2. Bobby Moye; 3. Johnny Nutt; 4. Ashley Brewer.
B OPEN: 1. Glenn Martin; 2. Eddie Royals; 3. Brett Burkitt; 4. Rick Chapple; 5. Terry McKee.
B SR: 1. Ron Hale; 2. James Everhart; 3. Joe Curti.
B S/SR: 1. Tom Vanderpleats; 2. Jack Terrell; 3. Fred Hammond.
B WMN: 1. Ange Hunter; 2. Darlene Krell; 3. Marsha Tumblin.
C 125: 1. Roy Baker; 2. Gene Taylor.
C 200: 1. Mike Waters; 2. Larry Amand; 3. Travis Nichols; 4. Jim Elmore; 5. Matthew Pontzer.
C 250: 1. Bruce Denton; 2. Jerry Hartman; 3. Joe Royal; 4. Greg Mau; 5. Larry Brown.
C OPEN: 1. Stacy Youngblood; 2. David Cripe; 3. Richard Giuffreda; 4. Robert Akoury; 5. Daryl McDonald.
C SR: 1. Robert Mock, Jr.; 2. John Krell; 3. Larry Fuller.
BEG 0-200: 1. Brian Poggie; 2. Matt Zuhn; 3. Ben Crofchick.
BEG 201-OPEN: 1. Tim Scott.
4-STRK: 1. Geoffrey T. Poole; 2. Sammy Paulk; 3. Curtis Poole.
MSTR: 1. Kenny Keylon, Sr.; 2. Joe Haley; 3. Jim Crowder.

Damron dominates Baylands ST

By Mike Vancil

FREMONT, CA, OCT. 7

When the speedway bike season ended, the flat trackers tried their hand at the diminutive 1/7th-mile oval at Baylands and on Friday night Rob Damron showed his rear fender to the other professionals in the 500cc final.

For Damron and his Damart Construction/Hog Wash Lubricants/Shoei Helemtes/Puccio Welding-sponsored Rotax, it was a piece of cake. Damron won his heat and selected a tight inside pole position start for the final. Giving him the biggest tussle in the final was Andy Tresser, a professionally ranked Junior on the circuit. Lap after lap the pair threw their Rotax mounts into the banked corners, picked up their steel shoes and slammed open the throttles before reaching the apex of the curve. The challenge to Damron in the heat race was Rotax owner/rider Jimmy Higuera, but in the final Higuera had to settle for third. Finishing in the runner-up position to Damron was Tresser and his Rotax.

Amateur action was provided by Greg Sowle in the 500cc Junior final which he won over a field of six riders. His teammate Alloyn McBee chased him every inch of the way but could not find an opening and had to settle for second. After the checkers Sowle stood on the pegs and threw his fist into the air with such exhuberance that the twisting motion in the celebration action wrenched his knee out of the socket and he was a non-participant in the Veteran class final that followed the 500cc Junior class.

Results

P/W: 1. Jesse Dawson (Yam); 2. Michael Patterson (Yam); 3. Christopher Canepa (yam); 4. Scott Arnold (Kaw); 5. Sheena Patterson (Yam).
60 NOV: 1. Shaun Russell (Kaw); 2. John Dawson (Kaw); 3. Lance Arnold (Kaw).
60 JR: 1. Jeff Gabhart (Kaw); 2. Robert Stevenson (Yam).
80 NOV: 1. Tim Alvernaz (Yam).
250 NOV: 1. Billy Luker (Hon); 2. Dave Acosta (Hon); 3. Robert Stevenson (Yam).
250 JR: 1. Alloyn McBee (Yam); 2. Louis Canepa (Kaw); 3. Tracy Dawson (Yam).
500 NOV: 1. Dave Acosta (Hon); 2. David Clark (Yam); 3. Ed Neubauer (Hus).
500 JR: 1. Greg Sowle (Hon); 2. Alloyn McBee (Yam); 3. Bobby Ingle (Yam); 4. John Dawson (Yam); 5. Jeff Eklund (Yam).
500 PRO: 1. Robert Damron (Rtx); 2. Andy Tresser (Rtx); 3. Jimmy Higuera (Rtx); 4. Bob Cunnington (Yam).
250 VET: 1. Gary Milewski (Bul).
500 VET: 1. Bobby Ingle (Yam); 2. John Dawson (Yam).
BIG GUYS/LITTLE BIKES: 1. Tracy Dawson (Yam); 2. Jody Patterson (Yam); 3. Tom Ginley (Yam); 4. Chris Wortman (Kaw).

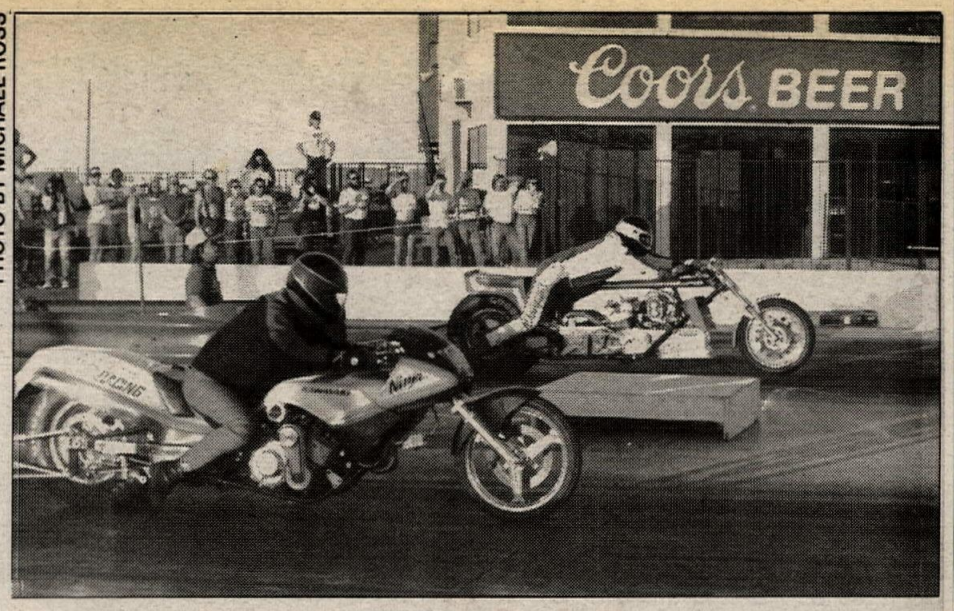

PHOTO BY MICHAEL ROSS

Mike Malone (far lane) got away behind Harry Gunusen but crossed the line inches ahead to claim the Top Fuel class win at Firebird.

Malone moves at Firebird Drags

By Michael Ross

CHANDLER, AZ, OCT. 8-9

Accutronix and Copper Gaskets-sponsored Mike Malone rolled his Top Fuel Kawasaki past a packed field on Sunday afternoon and lengthened his points lead in that class with a close win over Harry Gunusen in the final round at Firebird Raceway.

Malone was the number one qualifier on Saturday night with a 7.52 run with Carl Sargis and Tommy Bolton turning 7.65 and 7.78, respectively. On Sunday it was Malone beating Norris Bruce in first round eliminations. Bruce, who qualified fourth, had trouble making his bike run straight all weekend. He got into the marbles at the edge of the right lane and had to back off the throttle.

Round two saw Harry Gunusen advance over Clark Sargis with a 7.64 to Sargis' 7.67 Gunusen also had trouble with the right lane when he drifted very close to the retaining wall at 184.83 mph.

Gunusen staged next to Malone for the finals for what would be the closest race of the day. Gunusen's 1988 1394cc Ninja left a tenth of a second later than Malone with both riders turning identical 7.45s. Malone crossed the finish line inches ahead of Gunusen to score the win.

Ron Fringer topped Vince Testa with his 92" Harley-Davidson in a popular Overhead Cam Funny Bike vs. Superfuel Pushrod Superfinal class with an 8.07, 163 mph pass to Testa's losing 8.09, 167.91 mph run. Harley fans were also treated to two National records set Sunday by Clarence Thomas Cole in K/SS and Bob Gagnon in XL/FB, who tripped the lights at 10.46 at 130.43 mph.

Keith Hyde took the win in the Pro Stock class over Nigel Patrick with a 8.43, 154.63 run. Patrick broke at the line when his transmission refused to shift out of third gear.

The Pro Gas class brought the largest number of competitors to Firebird with Art Engstrom turning a 9.201 on a 9:20 index during Saturday night qualifying. Engstrom advanced to the semi-finals with a solo pass at 9:31 while Kenny Shurtz put Dwayne West on the trailer with a 9.34.

Dave Shell survived round three with a slow pass when Steve Johnson broke out with a 9.13 and T.J. Jackson topped Steve Johnson to advance into quarter-final competition.

Shurtz lost to Engstrom in the quarter-finals with a red light and Dave Shell put Engstrom away with a perfect 9:20 in the semi-finals. Ed Erskine topped Jackson in round two of the semi-finals but lost to Shell in the finals when he broke a chain.

Results

T/F: 1. Mike Malone (Kaw); 2. Harry Gunusen (Kaw).
OHC/FB: 1. Vince Test (Kaw); 2. Gari Stroughen (Hon).
SF/Pshrd: 1. Ron Fringer (HD); 2. Ed Sproull (HD).
PRO/SR: 1. Mike McIntyre (Yam); 2. John Morgan (Suz).
PRO/DRAG: 1. Doug Vancil (HD); 2. Bob Griffith (HD).
S/GAS: 1. Benji Gibson (Kaw); 2. Ron Buzbee (Kaw).
COMP/ELIM: 1. Ron Brymer (HD); 2. Scott Meyers (HD).
PROD/ELIM: 1. Bob Warren (HD); 2. Tom Cole (HD).
PRO/ET: 1. Russell Thomas (HD); 2. Sonny Freeman (Kaw).
SPTMN ET: 1. Levi Epcar (Kaw); 2. Roger Wellman (Kaw).
SK/SHKHD: 1. Bill Carlson (HD).
SK/EVOL: 1. Ron Brymer (HD).
SK/DOHC (2VPC): 1. Russell Caster(Suz).
SK/TURBO NIT: 1. John Morgan (Suz).

Jackson tops Idaho State MX opener

By Mike Thuleen

BURLEY, ID, SEPT. 24

Kal-Gard/Smith Sport Optics/O'Neal/Sudco/Maier-backed Larry "Action" Jackson demolished the 250cc Expert competition in round one of the EIMA/OMC 1988 Idaho State MX Series as Hi-Point/Smith-supported Bob Krah smashed the Vet Expert class.

Honda-pilot Mark Hall holeshot with Smith/Boise Honda's Corey Barton, Jackson and Travis Metz up top. Hall, Barton, and Jackson quickly pulled away from the rest until the second lap when Barton crashed horrendously on a giant jump and dropped out. Boise Honda's Hall got sloppy on the fourth lap and Jackson quickly dove by on the inside. Despite having the flu, Jackson established a 20 second lead over Hall by the checkers, with Suzuki-pilot Metz, Vernon Lindskog and Rick Holmes winding up the top five.

Hall flashed into the lead of the second moto, with Jackson, Metz and Barton railing in behind. Jackson aggressively blasted by Hall in the second turn en route to another impressive victory. Barton slammed by Metz and Hall only to fall and get repassed by both riders and finish fourth behind Metz. Winning by about a half a lap, Jackson remarked, "It's an awesome track, really technical and demanding."

"The first moto was a drag-out fight!" related Vet Expert winner Krah. "Mark Franklin and I passed each other eight or nine times and Kevin Merrill was out in front once, also."

Krah stormed to the second moto win just scant yards ahead of Merill and Yamaha-mounted Randy Van Dyke, as Don Toussaint survived clashes with Larry Welker and Joe Pratt to collect both Vet Intermediate moto wins.

While Jamie Steelsmith pulled both 125cc Expert moto holeshots, it was Kenneth Oliver going 1-1 for the win over brother Michael's 2-2. John Newhouse blazed to both 125cc Intermediate moto victories over Paul Forbord and Richie Reynolds.

Results

VET EX: 1. Bob Krah (Yam); 2. Kevin Merrill (Hon); 3. Randy Van Dyke (Yam).
VET INT: 1. Don Toussaint (Hon); 2. Larry Welker (Hon); 3. Joe Pratt (Hon).
OPEN EX: 1. Joel Huskey (Hon); 2. Rick Bouvia (Kaw); 3. Matt Spencer (Kaw).

PHOTO BY HENRY MULLER

Troy Brewer (654) passed overall winner Brian Bradner to win the second 125cc Novice moto at Rolling Hills. Brewer was second overall.

OPEN INT: 1. Andy Sites (Kaw); 2. John Holst (Hon); 3. Rich Mecier (Hon).
OPEN JR: 1. Steve Lindskog (Hon); 2. Glen Wilhelmsen (Kaw); 3. Delbert Kirkham (Kaw).
250 EX: 1. Larry Jackson (Yam); 2. Mark Hall (Hon); 3. Travis Metz (Suz).
250 INT: 1. Rodney Reynolds (Hon); 2. Brian Eaton (Hon); 3. Bret Irwin (Yam).
250 JR: 1. Trent Howie (Yam); 2. Darrell Barnhart (Hon); 3. Darren Jones (Hon).
250 BEG: 1. Wade Jones (Suz); 2. Mike Anderson (Hon); 3. Jake Wallace (Suz).
125 EX: 1. Kenneth Oliver (Yam); 2. Michael Oliver (Hon); 3. Jamie Steelsmith (Hon).
125 INT: 1. John Newhouse (Hon); 2. Paul Forbord (Hon); 3. Richie Reynolds (Hon).
125 JR: 1. Kirk Moore (Kaw); 2. Blue Hayball (Kaw); 3. Shawn Lemons (Hon).
125 BEG: 1. Toby Hale (Cag); 2. Shawn Applewhite (Yam); 3. David Bram (Yam).
80 EX: 1. James Hendrickson (Kaw); 2. Mike Daniels (Suz); 3. Kraig Davis (Yam).
80 INT: 1. Spanky Waggoner (Hon); 2. Brian Basterrechea (Suz); 3. Jason Rich (Kaw).
80 JR: 1. Robbie Drinkard (Hon); 2. Douglas Dougan (Kaw); 3. Jason Temple (Kaw).
80 BEG: 1. Justin Cummins (Suz); 2. Kevin Legault (Suz); 3. Bobby Beams (Hon).
60: 1. Danny Smith (Kaw); 2. Ziggy Hale (Kaw); 3. Jacob Clark (Kaw).
Y-ZINGER: 1. Andy Hale (Yam).

Cantrell cooks at Rolling Hills MX

By Henry Muller

REIDSVILLE, NC, OCT. 9

David Cantrell pulled out the stops and took four moto wins in the 85cc (12-15) and Super Mini classes in round four of the N.A.M.E. Fall Nationals MX Series at Rolling Hills Cycle Park. Caven Woodruff took his fourth win of the series in the 0-85cc (7-11) division with the 125 and 250cc Pro class wins going to Andrews and Damon Bradshaw, respectively.

Cantrell was the pacesetter in both 0-85cc (12-15) motos as Kenny Frith and Jason Morgart clashed in both motos over second. Morgart's higher finish in the final leg gave him second overall behind Cantrell with Frith, Patrick Greer and Chuck Shirley rounding out the top five.

Super Mini class action saw Cantrell carry his momentum to another sweep with Greer keeping him honest for a close second. Frith rode to a well-earned third overall followed by the Yamaha of Gage Fortson.

The 125cc Schoolboy class went to S & M Suzuki/Sharpe Bros.-sponsored Jim Neese after two moto-long battles with Mike Martin. The first moto saw Martin taking the win by a bike length over Neese with Dale Hill third. Neese came on strong in moto two and locked up the overall with a win over Martin and Hill.

Yamaha of Lumberton's Brian Bradner gated fifth in the first 125cc Novice moto but within a few laps had taken the lead away from early leaders Chuck Green and Chris Messer. Jason Everhart kept pace with Bradner and worked through the pack to finish second over Messer and Troy Brewer, with David Hill taking fifth to make it a Yamaha sweep.

Bradner led the second moto until Brewer emerged from Bradner's shadow and took the lead and moto win. The overall went to Bradner with a 1-2 score over Brewer's 4-1 score while Everhart garnered third overall.

David Hill took the lead in the first 250cc Novice moto and stretched out his advantage while Jason Everhart searched for a line past the Honda of Nick Allen. Hill led until the final lap when Lee Martin came charging up and stole the win. Everhart was third over Larry White and Clifford Pierce.

Everhart was determined to win a moto before the day was through and got his wish in moto two as Martin only needed second to clinch the overall. Everhart's strong performance netted second overall ahead of Pierce, White and Ricky Milks.

In the 125cc Amateur class it was PPM/Team Green's Hank Moree with double moto wins while Jamie Hacking styled to second ahead of Mike Martin and Kevin Austin.

Moree won the first 250cc Amateur moto handily but was a no-show in moto two as Forsyth Motosports-sponsored Jay Hauser picked up the overall ahead of Allen Alford and Steve Starnes.

Damon Bradshaw was on his way to the first moto win in the 125cc Pro class when his bike seized while he was in flight and threw him to the ground.

"I didn't have enough time to break it in." said Bradshaw later.

Mike Andrews took both motos on a borrowed Kawasaki with Mark Spriggle second over Jim Neese.

Bradshaw returned to dominate the 250cc Pro class with Andrews second over Spriggle and Shane Kennedy.

Results

0-85 (7-11): 1. Caven Woodruff (Kaw); 2. Rhett Wilson (Yam).
0-85 (12-15): 1. David Cantrell (Hon); 2. Patrick Greer (Suz); 3. Kenny Frith (Kaw); 4. Gage Fortson (Yam); 5. Randy Hargis (Hon).
125 SCBY: 1. Jim Neese (Suz); 2. Mike Martin (Kaw); 3. Dale Hill (Yam); 4. Chad Matheson (Hon); 5. John Sharpe (Hon).
125 NOV: 1. Brian Bradner (Yam); 2. Troy Brewer (Yam); 3. Jason Everhart (Yam); 4. Chris Messer (Yam); 5. David Hill (Yam).
250 NOV: 1. Lee Martin (Yam); 2. Jason Everhart (Yam); 3. Clifford Pierce (Hon); 4. Larry White (Kaw); 5. Ricky Milks (Yam).
125 AM: 1. Hank Morewe (Kaw); 2. Jamie Hacking (Kaw); 3. Mike Martin (Kaw); 4. Kevin Austin (Suz); 5. Scott Surratt (Kaw).
250 AM: 1. Jay Hauser (Kaw); 2. Allen Alford (Kaw); 3. Steve Starnes (Kaw); 4. Tim Wilkerson (Suz); 5. Todd Marshall (Hon).
500 AM: 1. Robert Curtin (Hon); 2. Kevin Austin (Hon); 3. To Haar (Hon); 4. Ken Ferrell (Hon); 5. Mike Wood (Kaw).
SR: 1.Steve Jarjabka (Hon); 2. Bob Maner (Hon); 3. Frank Stronan (Kaw); 4. Rusty Allison (Yam); 5. Tim Panella (Kaw).
S/SR: 1. Herman Andrews (Hon); 2. Harvey Andrews (Yam); 3. Jim Rice (Hon).
125 PRO: 1. Mike Andrews (Kaw); 2. Mark Spriggle (Suz); 3. Jim Neese (Suz); 4. Larry Andrews (Suz).
250 PRO: 1. Damon Bradshaw (Yam); 2. Mike Andrews (Suz); 3. Mark Spriggle (Suz); 4. Shane Kennedy (Yam); 5. Eddy Penny (Suz).

Denton dominates Baylands MX

By Mike Vancil

FREMONT, CA, OCT. 1

It was all Randy Denton and his well prepped YZ Yamaha in the 250cc Pro class at the Friday night motocross held on the tough Baylands MX course.

In moto one Denton holeshot the field and stretched the lead to a comfortable win. Trailing Denton was Mark Olund, who showed signs of fatigue.

In the second outing it was again a very strong Denton that got out front. Again Olund latched onto the trail of Denton but Mark Porter pushed hard on his Suzuki and was able to capitalize on a mistake by Olund. Second for Porter in the second moto gave Porter second overall behind Denton.

The Open Beginner class was won by Troy Dulleck on his aging Honda and he used a 2-1 story to take the overall away from 1-2 finisher Tim Sarginson. The first moto saw several of the large-bore machines thrown to the ground but no serious injuries resulted and all but one rider in the nine-rider field finished both motos. Sarginson had the better start and parlayed that move with careful riding to win the moto over mid-pack starter Dulleck, who worked up to second place.

In the second moto the move to second by Dulleck started early and there was sufficient time for the persistent Dulleck to reel in Sarginson and take the win. Getting third, and watching every bit of the interaction

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PHOTO BY TERRY REZEK

Winner Jimmy Chamberlin (91) gets sandwiched by the 125cc Novice class at the start of a moto at LACR.

between Sarginson and Dulleck, was Chris Johnson.

Tom Conklin celebrated his birthday with a pair of wins in the Open Intermediate class to take the overall win and did it on his Kawasaki sponsored by Keeton Structural and by Rock Oil.

Results

80 MINI BEG: 1. Neil Goodman (Kaw); 2. Chad Green (Yam); 3. Brian Barrington (Yam); 4. Aaron Salinas (Hon); 5. Brett Whitmore (Kaw).
80 MINI JR: 1. Aaron Cantrelle (Kaw).
125 BEG: 1. Jeff Ingram (Hon); 2. Jamie Haskins (Hon); 3. Shane Garrehy (Hon); 4. Eric Grass (Yam); 5. Craig Oku (Hon).
125 JR: 1. Peter Whipple (Kaw); 2. Tyr Denlinger (Hon); 3. Rich Thomas (Yam); 4. Larry Moniz Jr. (Hon).
125 INT: 1. Eric Pucelik (Hon); 2. Matt Hawk (Kaw).
250 BEG: 1. Jeff Andruss (Hon); 2. Mike Morgan (Hon); 3. Tom Bitner (Hon); 4. Joe Wagner (Yam); 5. Chris Babcock (Hon).
250 PRO: 1. Randy Denton (Yam); 2. Mark Porter (Suz); 3. Mark Olund (Hon).
OPEN BEG: 1. Troy Dulleck (Hon); 2. Tim Sarginson (Hon); 3. Chris Johnson (Hon); 4. Steve Smith (Hon); 5. Jim Borkhart (Hon).
OPEN JR: 1. Tom Conklin (Kaw); 2. Mark Olmstead (Hon).
OPEN PRO: 1. Phil Douglas (Hon); 2. Kurt Kuhn (Kaw); 3. Jerry Caton (Hon).
Q PRO: 1. Dave Freeborn (Hon); 2. Phil Douglas (Hon); 3. Jeff Olk (Hon).
VET JR: 1. Ken Campbell (Hon); 2. Scott Wright (Yam); 3. Tom Qucik (Hon); 4. Bill Baker (Hon).
VET INT: 1. Erik Schaffer (Hon).
VET MSTR: 1. Duane Hughes (Hon); 2. Larry Baker (Hon).

Carlisle slices to LACR MX win

By Terry Rezek

PALMDALE, CA, OCT. 9

Ryan Carlisle was back in town for Sunday's California Racing Club MX and left the 250cc Intermediates wishing he was still back on the road. Carlisle has been searching for gold at other tracks with some success and now it was LACR's turn.

Carlisle took the lead in moto one at the drop of the gate and never looked back as he led all the way for an easy win. Adam Pontious followed Carlisle into turn one but fell back just a bit with each lap until Jack Lawrence caught and passed him in lap five of the 10 lap race. Lawrence held off repeated challenges by Pontious and finished second behind Carlisle.

Lawrence was second going into the first turn in moto one with Carlisle and Pontious close behind. Carlisle nipped Lawrence before the moto was a half-a-lap along and set out after the early leader. Carlisle took the lead in the middle of lap two and Lawrence soon followed him into second. That set the top two finishers. Pontous could not move up and finished the moto in fourth to earn third overall.

Eddie Hicks and Tim Telford blasted off the line at the start of moto one in the 250cc Pro event and hit turn one side by side. Hicks came out with the lead and was off for the win. Telfond hung with him for most of the moto but tired under the unusual heat and finished fourth behind "Rocket" Rex Staten and Erick Hilton. The start of moto two was a first heat repeat. With the lead in a strong right hand, Hicks once more sailed off for the moto and the overall win. Telford found a second wind and stayed in a positive, if somewhat distant, second all the way to the checkered. That second gave Telford second place money for the day.

Mark Vanderwalle outdragged Jason Simmons into turn one of the 125cc Beginner race. Greg Martinez was in a close third. Rich Thomas got a dismal start, getting off the line in the middle of 25 riders. By lap five, Martinez took the lead and Thomas had worked his way up to second, then slid out in lap six and dropped to fourth. Marinez took the win ahead of Simmons and Vandewalle. Moto two became the stage for the best racing of the day.

Thomas and Martinez were side by side into turn one with Martinez getting the edge. Thomas went out for one in second. For the next three laps, Thomas was right on Martinez's fender looking for an opening. One mistake could put him out of the running for the top six riders were all in a two-second wide knot for more than half the race.

Thomas took the lead at the start of lap four and Casey Beets followed him into second. Thomas held onto the lead until the last lap despite some serious challenges from Beets. Thomas blew a big sweeper turn in the middle of the last lap and dropped to second. Three turns from the finish, Thomas pulled a beautiful block pass on Beets and took the moto win. Martinez took third and the overall on four points. Thomas, with five, had to settle for a well-earned second.

Results

80 BEG: 1. John Harding (Hon); 2. Mark Lippert (Suz); 3. Shawn O'Brien (Suz); 4. Aaron Wasnea (Kaw); 5. Roy Bremenour (Yam).
80 NOV: 1. Cory Davis (Hon).
VINT: 1. Matt Hilgenberg (Bul); 2. David Vinson (Hon); 3. Ron Aldrich (CZ); 4. Paul Falassi (CZ); 5. Lee Fabry (Yam).
SR BEG: 1. Terry Rezek (Suz).
SR NOV: 1. Jerry Purkett (Kaw); 2. Gale Webb (Hon).
SR INT: 1. Robert Linville.
SR EX: 1. Ron Cole (Suz).
VET BEG: 1. A. Dusty Rode (Kaw); 2. Andy Green (Yam); 3. Robert Wyckoff (Kaw); 4. Tim Storey; 5. Walter Brecheen (Mai).
VET NOV: 1. Mike Nowicki (Hon); 2. Victor Parker (Kaw); 3. Randy Paul Wysocki (Kaw); 4. Russ Hoffman (Hon); 5. Bob Dunham (Yam).
VET INT: 1. Todd Peterson (Yam); 2. Randy Anderson (Yam); 3. Curt James; 4. Michael Robinson (Yam).
VET EX: 1. Jon Miller (Kaw); 2. Tom Webb (Hon); 3. Mark Johnson (Suz); 4. Terry Davis (Kaw); 5. Mike Webb (KTM).
WMN NOV: 1. Joy Ames (Hon); 2. Carie Martinez (Hon); 3. Teal Nakayama (Kaw).
WMN INT: 1. Katy Senger (Hon); 2. Candy Hateley (Yam); 3. Maria Gonzalez (Kaw); 4. Tina Zahrt (Hon); 5. Kathy Jo Ehrp (Hon).
WMN EX: 1. Mecerdes Gonzalez (Kaw); 2. Lisa Peterson (Suz); 3. Bonnie Warch (Suz); 4. Tami Rice (Suz); 5. Dana Evenson (Suz).
125 BEG: 1. Greg Martinez (Hon); 2. Rich Thomas (Kaw); 3. Jason Simmons (Kaw); 4. Casey Beets (Yam); 5. Mark Vandewalle (Hon).
125 NOV: 1. Jimmy Chamberlin; 2. Jon Hughlett (Yam); 3. Jason McLion (Kaw); 4. Colin Couto (Hon); 5. Erik Lindstrom (Hon).
125 INT: 1. Dustin Evans (Suz); 2. Ronnie Densford (Hon); 3. Joel Tokarsky (Hon); 4. Jeff Ratzloff (Hon); 5. Raymond Anthony (Hon).
125 PRO: 1. Erick Hilton (Yam); 2. Troy Welty (Suz).
250 BEG: 1. Shawn Travis (Yam); 2. Dan Augino (Hon); 3. Tom Anderson (Yam); 4. Stanley Norwoods (Kaw); 5. Joe Haman (Hon).
250 NOV: 1. Rob Webb (Hon); 2. Frank Costanzo (Hon); 3. Robbie Dunham (Yam); 4. Vince Baioni (Hon); 5. Clarence Abbott (Hon).
250 INT: 1. Ryan Carlisle (Kaw); 2. Jack Lawrence (Yam); 3. Adam Pontious (Kaw); 4. Scott Murphy (Kaw); 5. Ken Erh (Suz).
250 PRO: 1. Eddie Hicks (Yam); 2. Tim Telford (Hon); 3. Rex Staten (Yam); 4. Todd Campbell (KTM); 5. Jon Zahrt (Hon).
500 BEG: 1. Andrew Amour (Hon); 2. Peter Yauri (Hon); 3. William Fisher (Hon); 4. Keith Jensen (Hon).
500 NOV: 1. Greg Keim (Hon); 2. Keith Burnight (Hon).
500 INT: 1. Bill Erb (Hon).

Jenkins rips Malvern HS

By Jeff Sanders

MALVERN, OH, OCT. 9

KTM-mounted Joel Jenkins turned in 16 laps to take the Pro class win at the Malvern Moto Sport Park, Bun Buster 100 Hare Scrambles. Jenkins fought all elements including a broken bridge crossing that slowed everyone to finish five minutes ahead of a very hard-charging, Honda-mounted Greg Wheeler. Jim Miller finished third.

KX125 Kawasaki-mounted Mark Pahanish won overall Amateur honors turning in an impressive 16 lap ride. Paharish and 200cc class winner Ron Laghlin stayed together early until Laghlin faded at the one-hour mark.

Novice class winner Chuck Boreman was on the gas the entire three hours edging Wooster Appliance-sponsored Brad Veres by three minutes. John Latchic took a strong third.

Tom Rickbrodt edged William Miller and Robin McClain on the last lap to win the highly competitive Senior II class. McClain led most of the race until getting stuck at the creek crossing. That's where Rickbrodt and Miller made their move taking a different line, leaving McClain in the water. McClain got his bike out and back on trail. Keeping on the throttle the rest of the lap, but could not catch the leaders. He fell 20 seconds short of the leaders.

Results

O/A: 1. Mark Pahanish (Kaw).
PRO: 1. Joel Jenkins (KTM); 2. Greg Wheeler (Hon); 3. Jim Miller (Hon); 4. Keith Bucher (Kaw).
125: 1. Tim Mosberger (Suz); 2. Kraig George (Suz).
200: 1. Ron Laghlin (Kaw); 2. Jon Nagy (Kaw); 3. Jack Glaserer (Hon); 4. Lonnie Gibbs (Suz).
250: 1. Byran Mahoney (KTM); 2. Keith Spitler (Hon); 3. Denver Ormistan (Kaw); 4. Donald Kehl (Hon).
OPEN: 1. Byran Vosi (Hon); 2. Scott Rine (Hon).
NOV: 1. Chuck Boreman (Hon); 2. Brad Veres (Yam); 3. John Latchic (Suz); 4. Gary Lewis (Yam); 5. John Myers (Suz).
SR I: 1. Doug Worley (KTM); 2. Steve Zatezalo (Yam); 3. David Simmons (ATK); 4. Gary Laisy (KTM); 5. Frank Trunk (Suz).
SR II: 1. Tom Rickbrodt (KTM); 2. William Miller (Hon); 3. Robin McClain (KTM); 4. Don Stanley (KTM); 5. Walter Smith (KTM).

Dorsey doubles at Harrington HM

Len Breech

HARRINGTON, DE, OCT. 2

Harold Dorsey put his Dorsey Builders-sponsored machines in front of the 250 and 600cc Expert fields at the beginning of the second lap of both finals on his way to a double win at the second First State Racing-sponsored half mile at the Harrington Fairgrounds practice track. Of course, calling this track a half mile is like calling the Rockies a couple of hills! The straight is normal half mile length, but the turns have more sweep than most miles.

While Dorsey was taking his double wins, Gary Foard won his first race as an Expert rider, holding off the challenges of Camel Pro competitor David Miller to take the Pro class after early leader Bob Sweeten blew his Harley up.

Mike Vanes grabbed the lead from Georgie Price and Dorsey at the start of the 250cc Expert final, but Price and Dorsey got by before they hit the third turn. Dorsey took the lead at the end of the first lap, Foard drifted a little high, letting both Dorsey and Price by. During the rest of the six-lap final Price pressured Dorsey for the lead, but came up short.

Price came back to claim the 750cc Expert final fairly easily after he took the lead from Nick Taylor as they came off the second turn on the opening lap. Clarence Bull and Jeremy Lucy also got by Taylor by the end of the opening lap. Price pulled away, while Bull closed the gap on Price a little.

Bob Sweeten jumped into the lead at the start of the Open Pro final with Gary Foard, David Miller and Scott Saunders battling over second. Sweeten started to pull away in the first half as he appeared on his way to an easy win. That went up in smoke, along with his engine, on the fourth lap, giving Foard the lead with Miller right behind him. Over the remaining two laps Foard kept Miller three lengths back, with Scott Saunders several lengths behind Miller.

Closest of the Amateur class finals was the 250 A class as Eddie Hidden took a wire-to-wire win, but from the second lap on, he had a constant shadow one to three lengths behind in the form of Randy Buzzard. While Buzzard got up to his tail several times, he couldn't complete the pass.

Dallas Baer again won the 60cc Amateur final, going by his brother Darryl on the outside of the first turn as they started the second lap and pulling away to another half-lap win, this time over Jerry Hash who had taken over second on the third lap.

Results

50: 1. John Winsett Jr. (Yam); 2. Tom Skethway (Yam); 3. Chris Dowell (Yam).
80 AM: 1. Ricky Winsett (Yam); 2. Phil Libhart (Yam).

PHOTO BY LEN BREECH

Harold Dorsey won two Expert classes at the Harrington HM.

80 EX: 1. Randy Shank (Kaw); 2. John Winsett (Yam).
125 AM: 1. Joe Meier (Hon); 2. George Price III (Hon).
250 AM: 1. Eddie Hidden (Yam); 2. Randy Buzzard (Hon); 3. Bill Geissele (Yam); 4. Joe Meier (Hon).
250 EX: 1. Harold Dorsey (Hon); 2. Warren Diem (M*); 3. Mike Vanes (Suz); 4. Kenny Dahlin (Hon); 5. Georgie Price (Kaw).
600 AM: 1. Dallas Baer (Yam): 2. Jerry Hash (Hon); 3. Darryl Baer (Yam); 4. Tom Kisielnicki (Yam); 5. Jim Haldeman (M*).
600 EX: 1. Harold Dorsey (Rtx); 2. Georgie Price (H-D); 3. Mike Varnes (Hon); 4. Kenny Dahlin (Hon); 5. Roy Collins (H-D).
SR: 1. Barry Worthington (BSA); 2. George Price III (Yam); 3. Brian Eckhart (Tri).
750 EX: 1. Georgie Price (H-D); 2. Clarence Bull (H-D); 3. Jeremy Lucy (H-D); 4. Nick Taylor (Yam); 5. Joe Gately (Tri).
VINT: 1. Bob Babcock (Tri); 2. Malcolm Daying (Tri); 3. Jessie Edwards (Tri).
PRO: 1. Gary Foard (Rtx);2 David Miller (Hon); 3. Scott Saunders (H-D); 3. Scott Saunders (H-D); 4. Kenny Dahlin (Hon); 5. Bob Sweeten (H-D).
S/SR: 1. David Sassman (Ind).

Wooten returns, wins Sacto SX

By Nuklear Neukam

SACRAMENTO, CA, OCT. 7

After returning to racing action after an extended layoff due to a broken foot, Hi-Point/Kawasaki-mounted Shawn Wooten, still sporting pins in his bones, came out on top of the Pro class at Sacramento Raceway Park's Friday night stadium motocross.

Arai/Hi-Point/Team Green Kawasaki-mounted Tallon Vohland pulled the holeshot in round one while Wooten played catch-up. Vohland was able to stretch a little bit of a lead to the checkered flag while Wooten was content with a safe, accident-free second placing.

Moto two started out much the same as the first but Wooten held Vohland within striking range. Then, with three laps remaining, Vohland tasted turf as he washed out in a tight right-hander before the whoops. Wooten went by as Vohland remounted and the two Kawasaki-aces picked up the pace. Vohland closed in but Wooten held him at bay for the win and the overall.

In Intermediate class action it was again a pair of Kawasaki's that battled for the win. Aloha Window Tinting-sponsored Steve Nelson won the first moto ahead of Jerry Wright.

In moto two Wright shot out to the lead and began to pull away. Nelson reeled Wright in and then made his move over the whoops. Nelson pulled alongside Wright midway through the section and then rolled it on from the outside and shut the door in the following turn. Nelson went on to win and score the overall with Wright second both times out for the runner-up spot.

Results

PRO: 1. Shawn Wooten (Kaw); 2. Tallon Vohland (Kaw).
INT: 1. Steve Nelson (Kaw); 2. Jerry Wright (Kaw).

Barton storms to Blackfoot MX win

By Mike Thuleen

BLACKFOOT, ID, SEPT. 25

Smith Sport Optics/Boise Honda-sponsored Corey Barton, after a disasterous first round at the EIMA/OMC 1988 Idaho State MX Championship Series yesterday, got rid of his frustration by clinching both 250cc Expert motos in round two of the series, at the Blackfoot Racing Facility, promoted by Wayne Metz.

Boise Honda's Mark Hall holeshot the first moto ahead of Barton and a hungry pack of riders. Barton chased Hall down then zapped by into first. Barton set a dizzying pace which the others couldn't match, winning by about 18 seconds in the first moto. Metz Diesel-backed Travis Metz finished only feet behind Hall with Battlemountain, Nevada's Vernon Lindskog capturing fourth in front of Lance Kelsey and Robert Hayball.

The second moto was essentially a replay of the first, with Barton running off to hide. While running up with Barton and Hall, Metz

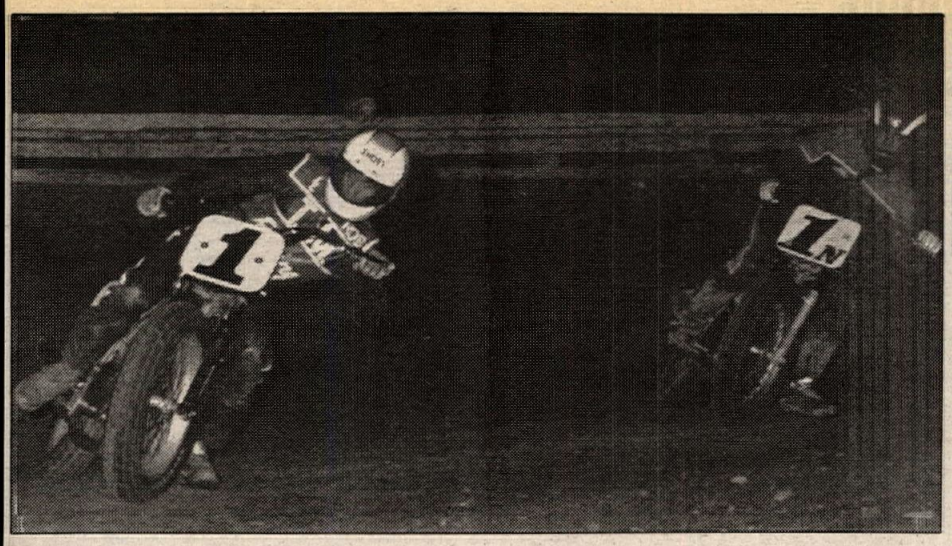

PHOTO BY LEN BREECH

Ron Majeski (1) and Georgie Price (1N) split Expert class wins at Linda's ST. Majeski won this 600cc final, Price won the 250cc class.

suffered a flat tire, and dropped back to sixth and fifth overall, giving third to Lindskog. Notable in his absence was Larry Jackson.

Consistency proved to be the key to the 80cc Intermediate class as Yamaha-pilot Dax Lopez destroyed the first moto over Jason Rich and Spanky Waggoner, but faded back to fifth in the second moto for third overall. Despite winning the second moto, Kris Wilkerson's 10th in the first moto was good enough for sixth overall. Kawasaki-mounted Rich reeled in the overall with his two seconds over Waggoner's two thirds in the exciting races.

Hi-Point/Smith Goggles-backed Bob Krah led both Vet Expert motos, but Bill's Cycles' Kevin Merrill kept his 125cc Honda pinned to win both races by a long ways over Krah, Herb Nachtigall and Randy Van Dyke.

Honda-Suzuki of Ontario/Sunshine Specialties' John Newhouse, again, commanded the 125cc Intermediates, notwithstanding his first moto loss to Honda-mounted Paul Forbord. Forbord had a horrible second moto and fell back to sixth overall. Phil Forbord's 3-2 carried him just shy of Newhouse into second overall ahead of Jared Andreasen. Rod Reynolds again dominated the 250cc Intermediates ahead of Al Russell's Tony Murkle and Bret Irwin, both on Yamahas.

Results

VET EX: 1. Kevin Merrill (Hon); 2. Bob Krah (Yam); 3. Herb Nachtigall (Hon).
VET INT: 1. Alan Murdock (Yam); 2. Joe Pratt (Hon); 3. J.W. Frasier (Kaw).
VET BEG: 1. Harold Brocklesby (Yam); 2. Jim Ravenscroft (Hon); 3. Jim Smith (Hon).
OPEN EX: 1. Joel Huskey (Hon); 2. Warren Davidson (Yam); 3. Steve Jens (Yam).
OPEN INT: 1. Rich Mecier (Hon); 2. Bill Homan (Yam); 3. Ricky Henson (Kaw).
OPEN JR: 1. Kevin Seherr-Thoss (Hon); 2. Lonnie Sparks (Kaw); 3. Jon Dobbs (Hon).
OPEN BEG: 1. Les Barthewski (Yam); 2. Jason Noland (Hon); 3. Waylon Johns (Hon).
250 EX: 1. Corey Barton (Hon); 2. Mark Hall (Hon); 3. Vernon Lindskog (Kaw).
250 INT: 1. Rodney Reynolds (Hon); 2. Tony Murkle (Yam); 3. Bret Irwin (Yam).
250 JR: 1. Trent Howie (Yam); 2. Jamie Johnson (Hon); 3. Jay Easterday (Hon).
250 BEG: 1. Wade Jones (Suz); 2. Steve Lancaster (Yam); 3. Mike Moore (Hon).
125 EX: 1. Kenneth Oliver (Yam); 2. Michael Oliver (Hon); 3. Jamie Steelsmith (Hon).
125 INT: 1. John Newhouse (Hon); 2. Phil Forbord (Hon); 3. Paul Forbord (Hon).
125 JR: 1. Kirk Moore (Kaw); 2. Jody Taylor (Hon); 3. A.J. Belcher (Hon).
125 BEG: 1. Eric Patton (Hon); 2. Toby Hale (Cag); 3. Shawn Applewhite (Yam).
80 EX: 1. James Hendrickson (Hon); 2. Ryan Sutton (Hon); 3. Billy Eagleston (Yam).
80 INT: 1. Jason Rich (Kaw); 2. Spankey Waggoner (Hon); 3. Dax Lopez (Yam).
80 JR: 1. Robbie Drinkard (Hon); 2. Douglas Duggan (Kaw); 3. Shad Greear (Hon).
60: 1. Zigy Hale (Kaw); 2. Danny Smith (Kaw); 3. Jacob Clark (Kaw).
Y-Zinger: 1. Andy Hale (Yam).

Palmer tops Antietam M.C. Trials

By Matt Liberatore

HAGERSTOWN, MD, SEPT. 25

Riding a borrowed Beta TR34 Replica, Jim Palmer took his second straight Expert class win in round seven at the Antietem M.C. grounds in Hagerstown. Palmer was loaned the Beta when he could not get all the necessary parts to repair his 301 Fantic, which was found only days before the trial after being stolen two weeks earlier.

Despite having virtually no practice time aboard the machine, Palmer still pulled off a six-mark win over points leader Craig Fish. Fish pulled even further ahead of current number one, Brock Sattelmeier, who has moved back to Florida and will not contest the remaining two trials.

When not enough Senior A riders signed up to form the A class, Pate Keen moved down to handily win the Senior B class over Don Smith, while Charlie Clements moved up to the advanced ranks topping Jeff Nash for the win. This was Clement's first ride in this class and the win was well earned.

Jeff Layer not only won the Intermediate class but he took over the points lead in the process. He earned enough points to move on to the Advanced class. Chip Lawson and Marc Brooks brought their Betas in third and fourth respectively.

With a truly impressive performance for someone with no experience, first time rider Mark Roll showed what the Bernie Schrieber and Ryan Young Super School did for him as he topped fellow Yamaha riders Steve Pool and Juris Vieglins by two and four marks, respectively, to win the Novice class.

Results

EX: 1. Jim Palmer (Bet); 2. Craig Fish (Yam).
ADV: 1. Charlie Clements (Yam); 2. Jeff Nash (Fan); 3. Stan Bollinger (Yam).
INT: 1. Jeff Layer (Yam); 2. Chip Lawson (Bet); 3. Marc Brooks (Bet); 4. Jeff Pickle (Hon); 5. Ron Snider (Yam).
NOV: 1. Mark Roll (Yam); 2. Steve Pool (Yam); 3. Juris Vieglings (Yam); 4. Carl Bastek (Bet); 5. Jim Contino (Hon).
SR B: 1. Pate Keen (Bet); 2. Don Smith (Yam); 3. Ray Donet (Apr); 4. J. Bowie Pearre (Bet); 5. Maury Boutell (Fan).

Price, Majeski split wins at Linda's ST finale

By Len Breech

JONESTOWN, PA. OCT. 8

Georgie Price and Rob Majeski each split an Expert class win as Linda's Speedway hosted its final motorcycle race for a good while.

Starting on the penalty line didn't slow down Lew Woods and Price in the 250cc Expert final as they sandwiched Mike Varnes as the closely bunched field came out of the second turn with Tom Majeski and Jett Conrad right behind them. Price took second as they entered the third turn on the next lap and took over the lead by the end of the third lap on his C & S Cycles Kawasaki. On the fifth lap Varnes fell, bringing out the red flag. On the restart the order remained the same until Woods dropped out on the following lap, with Majeski and Conrad battling fiercely over second, with Majeski coming out on top by a length.

At the start of the 600cc Expert final, Varnes took the lead from Price, Rob Majeski, Mike Klopp and Tom Majeski. Price took the lead at the start of the third lap, with Rob Majeski moving Varnes back another notch. As they came off the second turn on the fourth lap, Rob Majeski slipped into the lead which he increased to several lengths by the end.

In the 250cc Amateur final, Ken Yoder jumped into the lead as he came off the fourth turn with Kevin Varnes, Mike Walton and Junior Skiles close behind. Mike Walton moved up to battle the two front runners for the lead by the midway point taking the lead on the sixth lap, but Varnes got into a nasty tank- slapper just after he had taken second from Yoder. On the restart, Yoder regained the lead and held it until the end, three laps later.

Randy Shank had a fairly easy time taking the 80cc class, grabbing the lead from Roy Miller, Todd Winsett and Mike Hacker at the start and never looking back. Hacker went into second on the third lap, but with three laps left he slipped off the groove, giving second to Winsett.

Darryl Baer led his brother, Dallas, Wayne Franklin and Merv Sensenig as the 600cc Amateur class took the green. Dallas took his customary spot in front as he passed his brother on the outside as they came off the second turn on the next lap and pulled away easily. Sensenig went into third and started a race-long battle with Darryl for second that ended when he slipped under him as they left the second turn on the final lap. ●

Results

50: 1. John Winsett (Yam); 2. Brody Milller; 3. Tom Skethway (Yam).
80 EX: 1. Randy Shank (Kaw); 2. Todd Winsett (Yam).
80 AM: 1. Mike Hacker (Kaw); 2. Robert Miller (Yam); 3. Roy Miller (Yam); 4. Phil Libhart (Yam); 5. Charles Blessing (Yam).
125 AM: 1. Kevin Varnes (Yam); 2. Gary Clark (Hon); 3. George Price (Hon); 4. Robert Miller (Yam); 5. Korey Showers (Yam).
250 EX: 1. Georgie Price (Kaw); 2. Tom Majeski (Yam); 3. Jett Conrad (Yam); 4. Mike Varnes (Suz); 5. Warren Diem (M*).
250 AM: 1. Ken Yoder (Suz); 2. Mike Walton (Yam); 3. Junior Skiles (Yam); 4. Eddie Hidden (Yam); 5. Merv Sensenig (Suz).
600 EX: 1. Rob Majeski (H-D); 2. Georgie Price (ATK); 3. Mike Klopp (Yam); 4. Tom Majeski (H-D); 5. Mike Varnes (Hon).
600 AM: 1. Dallas Baer (Yam); 2. Merv Sensenig (Hon); 3. Wayne Franklin (Rtx); 4. Walt Bowker Jr. (Yam).
SR: 1. Joe Heberling (Yam); 2. Doug Gies (Rtx); 3. Chuck Karstens (Bul); 4. Barry Worthington (BSA); 5. George Price (Rtx).

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FLORIDA WINTER OLYMPICS

Gatorback ● Gainesville, Florida

November 22 — 26, 1988

OLYMPIC MEDALS AND OVER 300 CHAMPIONSHIP TROPHIES

★★★ **THE NATION'S MOST UNIQUE MOTORCYCLING EVENT** ★★★
THANKSGIVING COVERED DISH FEAST
Five Days of Racing Action and Family Fun!!!

OLYMPIAD DIVISIONS — CLASSES

1 { 65 (7-11) Stock / 65 (7-11) Mod
2 { 85 (7-11) Stock / 85 (7-11) Mod
3 { 85 (12-13) Stock / 85 (12-13) Mod
4 { 85 (14-15) Stock / 85 (14-15) Mod
5 { 125 (12-15) Stock / 125 (12-15) Mod
6 { 125 A Expert / 250/500 A Expert
7 { 125 B Stock / 125 B Mod
8 { 250 B Stock / 250 B Mod
9 { 125 C / 250/500 Novice
Seniors 30 Years and Up

SCHEDULE OF EVENTS

Mon-Nov. 21: Early Registration
Tue-Nov. 22: TT Scrambles - Early Motocross Practice
Wed-Nov. 23: Supercross - Early Motocross Practice
Thu-Nov. 24: Motocross - Gatorback Annual Covered Dish Thanksgiving Dinner
Fri-Nov 25: Motocross
Sat-Nov 26: Gatorback Gran Prix

SCHEDULES
Gates Open ..... 7 a.m. Daily
Registration ..... 7 a.m. Daily

Pre-Entry Fees
Amateurs: $25 per class per event
Experts: $30 per class per event
Post Entry: $10 more per class/per event

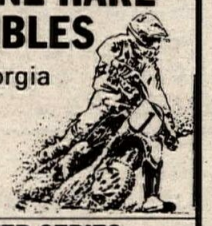
- OLYMPIAD AWARDS
- FACTORY CONTINGENCIES
- GOLDEN GOGGLE - BRONZE BIKE AWARDS

FOR ENTRY FORM/BROCHURE — CALL OR WRITE:
SuperSports/Winter Nationals ● P.O. Box 13246 ● St. Petersburg, FL 33733 ● (813) 822-8929

1988 WHITE BROS WORLD VETERAN CHAMPIONSHIP

Sunday, November 6, 1988
Perris Raceway, California
INFO: (714) 554-9442/(714) 657-2088

BORDERLINE HARE SCRAMBLES
Tallapoosa, Georgia



Practice
11:00 E.S.T.
Race
1:00 E.S.T.

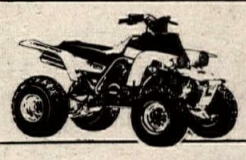
'88/'89 WINTER SERIES

November 6	February 12
November 20	April 2
December 4	April 23
December 18	May 7
January 8	

Directions: Take exit 1 on I-20, go north on Hwy 100 through Tallapoosa to Stedman Rd. on left

Info: **(404) 941-8464**

Rock Bottom Prices



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CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK

Sun. Oct. 30 Edwards AFB
Sun. Nov. 6 MX DeAnza
Sun. Nov. 13 Wild Turkey GP LA County Raceway
Sun. Nov. 20 MX Glen Helen

ATV Classes At All Events

OPEN PRACTICE
9 am to 2 pm Every Sat. — LA County Raceway
VINTAGE RACING
Every Second Sunday — LA County Raceway

CRC Info 805-272-8889

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calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/26/89	Suzuka, Japan
4/16	Laguna Seca, United States
4/30	Jerez, Spain
5/14	Mugello, Italy
5/28	Hockenheim, West Germany
6/4	Salzburg, Austria
6/24	Assen, Holland
7/2	Spa, Belgium
7/16	Le Mans, France
7/23	Rijeka, Yugoslavia
8/6	Donington Park, England
8/27	Brno, Czechoslovakia
9/17	Goiania, Brazil
9/24	Buenos Aires, Argentina

*Tentative

AMA Nat'l C'ship SX Series

1/28/89	Anaheim, CA
2/4-5	Seattle, WA
2/11	San Diego, CA
2/25	Atlanta, GA
3/4	Miami, FL
3/11	Daytona Beach, CA
3/18	Houston, TX
3/25	Tampa, FL
4/8	Dallas, TX
4/15-16	Pontiac, MI
5/6	E. Rutherford, NJ
6/3	Oklahoma City, OK
6/10	Los Angeles, CA

AMA 125/250cc Nat'l C'ship MX Series

4/2/89	Gainesville, FL
4/23	Sacramento, CA
4/30	Axton, VA
5/21	Southwick, MA
5/28	Mt. Morris, PA
7/2	Buchanan, MI
7/9	250cc GP New Berlin, NY
7/16	Troy, OH

AMA 125/500cc Nat'l C'ship MX Series

6/18/89	500cc GP Hollister, CA
8/20	Millville, MN
8/27	Washougal, WA
9/24	Binghamton, NY
10/1	Delmont, PA
10/8	Budds Creek, MD
10/15	New Berlin, NY
10/29	Hollister, CA

AMA Nat'l C'ship Enduro Series

10/30	Forest Hill, LA
11/6	Morrison, IL

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

10/30	Wickenberg, AZ

Info 614/891-2425

AMA/Wiseco/Suzuki Grand Nat'l Cross Country Series

10/30	Tarentum, PA

Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge

10/29	Daytona Beach, FL

Info 704/684-4297

SCORE Int'l Off-Road Series

11/10-13	Baja 1000 Ensenada, Baja, Mexico

Info 818/889-9216

WERA Grand Nat'l Final

11/3-6	Braselton, GA

Dragbike! Nat'l C'ship Series

11/18-20	Gainesville, FL

Info 315/735-1661

WERA Tsubaki/GS Battery Endurance Road Race Series

11/5	Braselton, GA

Info 803/681-9372

NETRA C'ship Enduro Series

10/30	Adams, MA
12/4	Marlborough, CT

NETRA C'ship Hare Scrambles Series

11/6	Wrentham, MA

NETRA Turkey Run Series

11/27	Plympton, MA

NETRA Junior C'ship Enduro Series

11/12	Leominister, MA

SETRA C'ship Enduro Series

11/13	Maplesville, AL
1/15/89	Charleston, SC
1/22	Clinton, SC
1/29	Sumter, SC
3/5	Pelion, SC
3/12	Palatka, FL
3/19	Maxey, GA
4/30	Raeford, FL
5/14	Abbeville, SC

Info 404/532-6832

SETRA C'ship Hare Scramble Series

11/6	Possum Fork, SC
11/27	Greeneville, TN
12/11	Sanford, NC
2/5/89	Maxeys, GA
2/26	Sumter, SC
4/2	Sevierville, TN
5/21	Union, SC

Info 404/967-3630

FMC Fall MX Series

10/30	Tallahassee, FL

Info 904/867-1340

FTA C'ship Observed Trials Series

11/13	Crooms, FL
12/4	Hernado, FL
1/8/89	Crooms, FL

AMA Florida Gold Cup State C'ship MX Series

10/30	Dade City, FL
11/6	Cocoa, FL
11/13	Tallahassee, FL
11/20	Dade City, FL

Info 813/822-8929.

WSMA Formula USA C'ship Series

11/5-6	Willow Springs, CA

Info 805/256-2471

ARRA C'ship Series

1/28-29	Willow Springs, CA
2/4-5	Willow Springs, CA
2/18-19	Willow Springs, CA
3/18-19	Willow Springs, CA
4/8-9	Willow Springs, CA
5/6-7	Willow Springs, CA
6/17-18	Willow Springs, CA
7/1-4	Willow Springs, CA
8/12-13	Willow Springs, CA
8/26-27	Willow Springs, CA
9/16-17	Willow Springs, CA
10/21-22	Willow Springs, CA
11/11-12	Willow Springs, CA
12/16-17	Willow Springs, CA

ATA C'ship Observed Trials Series

10/30	Lucerne, CA
11/13	Indio, CA
12/3	Schreiber Cup Lucerne, CA
12/4	El Trial de Espana Lucerne, CA

Info 818/840-8120

Golden State Enduro Series

12/10	Tecate, Baja, CA, Mexico

Info 714/643-9108

STRA C'ship Observed Trials Series

10/30	Bellews Creek, NC
11/13	Cullman, AL

Info 615/967-3008

Virginia C'ship Hare Scrambles Series

11/6	Martinsville, VA
11/20	Surry, VA

Info 804/255-4620

NESC C'ship MX Series

10/30	Middleboro, MA
11/6	Middleboro, MA
11/13	Middleboro, MA

Info 413/772-0685

ECEA C'ship Enduro Series

10/30	Bear, DE
11/13	Warren Grove, NJ

CVRG C'ship Vintage Series

Motocross

11/20	Sunnymead, CA

Sabine Enduro Circuit Series

10/30	(NAT'L) Forest Hill, LA
11/6	Muenster, TX
2/19/89	Fort Hood, TX
3/5	Thurber, TX
4/9	Nacogdoches, TX
4/30	Rockne, TX

Info 409/722-7926

MXNW Super Series

5/6/89	Woodland, WA
5/21	Sandy, OR
6/4	Portland, OR
7/2	Albany, OR
7/16	Washougal, WA

Info 503/761-6042

Mickey Thompson Off-Road C'ship Series

1/21/89	Anaheim, CA
2/25	San Diego, CA
3/18	Seattle, WA
4/8	New Orleans, LA
4/15	Houston, TX
5/6	Pasadena, CA
7/15	Los Angeles, CA
*9/16	Denver, CO
*10/7	Las Vegas, NV

*Tentative
Info 714/938-4100

OCTOBER

S	M	T	W	T	F	S
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30	31					

NOVEMBER

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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

• Denotes Pro Payback

October 28

CALIFORNIA MOTOCROSS
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA VINTAGE MX
CMC/VMX. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA STADIUM MX
Stadium MX Racing Ass. Sacramento. Info 916/366-7368.
DELAWARE SHOPRT TRACK/ SUPERCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City,. Milan. Info 313/439-7735.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

October 28-29

MICHIGAN SHORT TRACK
Walker Arena, Muskegon. Info 316/225-7041.

October 29

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA SHORT TRACK
• R & D Enterprizes. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA MOTOCROSS
Supercross of Ringgold, Ringgold. Info 404/937-3372.
MARYLAND INDOOR SHORT TRACK
• Optimist Club of Cockeysville/Baltimore County Trail Riders. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills, Harrison. Info 513/738-3914.
SOUTH CAROLINA MX/TT
Low Country TT/MX Promotions. Hardeeville. Info 912/355-1816.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 513/667-5701.

October 29-30

CALIFORNIA HILLCLIMB
Miller World C'ship. DeAnza Cycle Park, Sunnymead. Info 714/545-7084.
FLORIDA DRAGS
• Dragbike! USA C'ship Series. 7th Annual Palm Beach Classic. Moroso Motorsports Park, W. Palm Beach. Info 315/735-1661.
NORTH DAKOTA ARENACROSS
GR Promotions. West Fargo Fairgrounds, West Fargo. Info 218/236-8359.

October 30

ALABAMA MOTOCROSS
Ft. Mitchell Motosports. Ft. Mitchell. Info 404/323-1099.
ALABAMA MOTOCROSS
Wares Ferry MX Park, Montgomery. Info 205/263-5409.
ARIZONA HARE & HOUND
AMA Nat'l C'ship H & H Series, Round 6/ ADRA 14th Annual Vulture 100, Wickenburg. Info 602/252-1900.
CALIFORNIA ENDURO
Central Coast MC Assn. Leapin' Lizard Enduro. Ballinger Canyon, Cuyama Valley. Info 805/549-0494 or 543-6723.
CALIFORNIA TRIALS
AMA/ATA/Technique Trials Club. Halloween Trials. Johnson Valley, Lucerne. Info 213/943-4415 or 714/841-2929.
CALIFORNIA DESERT SPRINT
AMA/D-38. Plaster City West, 20 miles W. of El Centro. Info 619/427-5759.
CALIFOR IIA MOTOCROSS
CRC. Edwards Air Force Base, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA SHORT TRACK/MX
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA MOTOCROSS
Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA GRAND PRIX
Double Cross Racing Octoberfest. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
Halloween Marathon. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA SHORT TRACK/TT
Spinners Airport Raceway, Porterville. Info 209/784-6301.
COLORADO TRIALS
RMTA C'ship Series #8, Sr. Series #7, Marquis de Sade. Turkey Rock, Howard. Info 303/330-2923 or 475-2018.
DELAWARE ENDURO
AMA/ECEA C'ship Series. Delaware Enduro Riders, Gloryland Park, Bear. Info 302/834-4411.
FLORIDA MOTOCROSS
FMC Fall Series. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915 or 877-4268.
FLORIDA MOTOCROSS
• AMA Florida Gold Cup State C'ship MX Series. Dade City. Info 813/822-8929.
GEORGIA HARE SCRAMBLES
Hillbilly Hills, Roberta. Info 912/836-4400 or 836-4234.
INDIANA ENDURO
D-14 C'ship Series. Goshen. Info 616/429-6126.
IOWA ENDURO
AMA/D-22/Central Iowa Enduro Riders. Reinbeck. Info 515/292-8644.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway, West Point. Info 502/351-4442 or 935-7674.
LOUISIANA ENDURO
AMA Nat'l C'ship Series. Cajun 100 Enduro. Forest Hill. Info 409/722-7926 or 835-8512.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Mohawk Enduro, Adams. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
MISSISSIPPI MOTOCROSS
Central MS MX, Pearl. Info 601/939-2017.
NEVADA HARE SCRAMBLES
NV State C'ship Series. S.N. Jackrabbits MC, Mesquite. Info 702/870-2389.
NEW JERSEY MOTOCROSS
AMA/D-6. Raceway Park, Englishtown. Info 201/446-6331 or 446-6740.
NEW YORK HARE SCRAMBLES
Palmyra Racing Assn., Palmyra. Info 315/597-63320.
NORTH CAROLINA TRIALS
STRA Observed Trials. Bellews Creek. Info 615/967-3008.
NORTH CAROLINA MOTOCROSS
AMA/D-13. Elizabeth City MC, Elizabeth City. Info 919/335-5489.
NORTH CAROLINA HARE SCRAMBLE
Devil's Ridge NC HS Series. Sanford. Info 919/776-2412.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills, Harrison. Info 513/738-3914.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO HARE SCRAMBLES
AMA/D-12 & 14. Glass City MC, Delta Motorsports Park, Delta. Info 419/666-8413.
OHIO HARE SCRAMBLES
AMA/D-11/ERA Series. Hoover's Farm, Commercial Point. Info 614/444-9600 or 875-5343.
OHIO TRIALS
Trials, Inc. Indian Trail Park, Ashtabula. Info 216/327-2527.
OHIO HARE SCRAMBLES
4-Hr. Team HS. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO HARE SCRAMBLES
Malvern Moto Sport Park, Malvern. Info 216/567-2458.
OKLAHOMA ENDURO
Okie Dirt Riders, Lake Stanley Draper, Oklahoma City. Oklahoma City. Info 405/632-3370.
OREGON GRAND PRIX
MXNW Series. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA CROSS COUNTRY
Wiseco/AMA/AATVA Grand Nat'l CC Series. Pumpkin Run, Tarentum. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
• NAME Fall Nat'ls. Camp Coker Motorsports Park, Society Hill. Info 803/378-4715.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TENNESSEE MOTOCROSS
Jax MX Park, Milan. Info 901/686-0558 or 662-7123.
TENNESSEEE MOTOCROSS
• Victory Sports. Dallas Ricker Complex, Greeneville. Info 615/323-5497.
TENNESSEE MOTOCROSS
Thunder Hill MX, Cleveland. Info 615/479-1340 or 472-6248.
TEXAS MOTOCROSS
Skeeter MX, Algoa. Info 409/925-4232.
TEXAS TRIALS
Central TX Trials Assn. Buckhorn Classic. Belton.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.

November 2

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.

November 3-6

MEXICO DESERT RACE
• SCORE Baja 1000. Ensenada, Baja, Calif. Info 818/889-9216.

November 4

CALIFORNIA MOTOCROSS
• CMC. Night Nat'ls. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA MOTOCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

November 4-5

VIRGINIA SHORT TRACK
• Motorsports of America. Roanoke Civic Center, Roanoke. Info 316/225-7041.

November 5

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
• Supercross of Ringgold. Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
LOUISIANA HARE SCRAMBLE
LA State C'ship Series. Shreveport. Info 504/664-7015.
MARYLAND SHORT TRACK
• Optimist Club, Cockeysville/Baltimore County Trail Riders Indoor ST. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/791-8970 or 625-9987.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

November 5-6

CALIFORNIA ROAD RACE
• WSMA/Formula USA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
COLORADO TRIAL
RMTA Series. WTA (Utah) Trial/RMTA school/Club Trial. Grand Junction. Info 303/330-2923 or 475-2018.

November 6

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-RACE.
CALIFORNIA VINTAGE MX
Old Time Vintage MX for Novices over 40. Forty Plus Racing Group. Hollister Hills SVRA, Hollister. Info 408/335-3933.

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FRIDAY & SATURDAY
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8:00 P.M.

QUESTIONS OR ENTRY INFORMATION, CALL: (206) 286-9076

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1988 LOUISVILLE ARENACROSS
BROADBENT ARENA
KENTUCKY STATE FAIRGROUNDS

Friday, December 9th
Saturday, December 10th
Sunday, December 11th

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8 am Start
SCEC
Gobbler
CRC Points
Saturday Poker Run
Get On The Road!
Info (714) 689-6114

FMC
Florida Motocross Club
An AMA Chartered Club
YAMAHA
November 13 Reddick, FL
MX of Marion County
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November 20
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PERRIS
...Is The Place!
October 29 SMX
30 SRA GP
November 6 World Vet Natls
13 CMC Fall Final MX
19 SMX
26 SMX

THE 3rd ANNUAL NMA SMX Sanctioned

WESTERN USA MOTOCROSS CHAMPIONSHIP SERIES

NOV. 6	GLEN HELEN	NMA
NOV. 13	DE ANZA	SMX
NOV. 20	L. A. RACEWAY	NMA
NOV. 27	PERRIS	SMX
DEC. 4	DE ANZA	SMX

BEL-RAY TOTAL PERFORMANCE LUBRICANTS

GATE OPEN & SIGN UP 6:30 A.M.
PRACTICE 8:00 A.M.
RACE 9:30 A.M.

PRO CIRCUIT TRICK IRC

CALL OR WRITE FOR ENTRY FORMS

NMA National Motosport Association (213) 868-8112

INFO 714-583-7486 SMX

CALIFORNIA MOTOCROSS
Over 25 World C'ship. Perris Raceway, Perris. Info 714/554-9442.
CALIFORNIA ROAD RIDE
9th Annual All British Road Ride/ Ted Boody Dual Sport Memorial. AMA/D-37. Hansen Dam Park, Sylmar. Info 818/249-2141.
CALIFORNIA MOTOCROSS
CRC. DeAnza Cycle Park, Sunnymead. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC/CMMC. AXO Fall Finale. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA ENDURO
AMA/D-37/Checkpoint MC. Bad Finger Mountain, Lucerne Valley. Info 213/438-6527.
CALIFORNIA SUPERCROSS
Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
• Martinez Racing. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
NMA/SMX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Blue Mountain Timber Wolves. Schaad's Resort, Wilseyville. Info 209/334-5584 or 951-6206.
CALIFORNIA ENDURO
10th Annual Horny Toad Enduro. AMA/SDEA. Yuha Desert. Info 619/571-0155 or 277-2743.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA HARE SCRAMBLES
Winter Series. Borderline Raceway, Tallapoosa. Info 404/941-8464.
ILLINOIS ENDURO
AMA Nat'l C'ship Series. Brush Poppers MC, Morrison. Info 815/772-2753.
INDIANA HARE SCRAMBLE
Red Fox TNT Team Scramble. Folsomville. Info 812/985-9459.
MARYLAND HARE SCRAMBLE
AMA/D-7. Delaware Enduro Riders. Scotten Farm, Conowingo. Info 302/834-4411.
MASSACHUSETTS HARE SCRAMBLE
NETRA C'ship Series. King Philip. Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
MISSISSIPPI MOTOCROSS
Central MS MX, Pearl. Info 601/939-2017.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
MISSOURI HARE SCRAMBLES
MO C'ship. Missouri Mudders. Rivermont Campgrounds, Potosi. Info 314/291-7091.
NEVADA MOTOCROSS
• NV State C'ship. Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal MC, Harpursville. Info 607/693-1975.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills, Harrison. Info 513/738-3914.
OHIO HARE SCRAMBLE
Sunset Ramblers MC, Galion. Info 419/756-8601 or 614/389-5268.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OKLAHOMA CROSS COUNTRY
OCCRA. Lake Murray Riding Area, Ardmore. Info 405/632-3370.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
SOUTH CAROLINA HARE SCRAMBLE
SETRA C'ship Series. Sandblasters of the Low Country MC. Possum Fork, Johnsonville. Info 919/579-4082.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
TN State C'ship Series. Boyd's Creek, Sevierville. Info 615/453-8947 or 453-8546.
TENNESSEE MOTOCROSS
• AMA/Victory Sports. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TENNESSEE MOTOCROSS
Thunder Creek MX, Cleveland. Info 615/479-1340 or 472-6248.
TEXAS ENDURO
Sabine Enduro Circuit. Red River Enduro, Muenster. Info 409/722-7926 or 835-8512.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Tracks. Alvin. Info 713/488-8563.
VIRGINIA HARE SCRAMBLES
VA C'ship Series. Blue Ridge Cycle Club, Martinsville. Info 703/647-7621 or 632-1161.
VIRGINIA MOTOCROSS
AMA. T & M Racing. SME, Dillwyn. Info 919/473-5407.
WASHINGTON ENDURO
NMA. Mt. Baker MC, Saxon area, Bellingham. Info 206/676-1047.
WASHINGTON SCRAMBLES
Woodland Winter Track, Woodland. Info 513/667-5701.

November 9

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.

November 11

CALIFORNIA MOTOCROSS
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, between Dallas & Fort Worth. Info 817/540-0815.
WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

November 11-13

CALIFORNIA MOTOCROSS
Western States Memorial MX, Blythe Raceway, Blythe. Info 602/993-4954.

November 12

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Perry Mountain MC, Reynolds Pasture, Maplesville. Info 205/874-4116.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA POKER RUN
SCEC. Lucerne Valley, Lucerne. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA SAND DRAGS/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
MARYLAND SHORT TRACK
Optimist Club, Cockeysville/Balto. County Trail Riders. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
MASSACHUSETTS JR ENDURO
NETRA C'ship Series. Ball Hill Jr, Leominister.-Info 203/875-5757.
MEXICO DESERT RACE
• JJ's Cantina, Rocky Point, Cholla Bay. Info 011/52/638-32785.
NEVADA SHORT TRACK
•Motorsports of America. Lawler Event Center, Reno. Info 316/225-1430.
NORTH CAROLINA MOTOCROSS
Wheeling It, Inc. Maysville. Info 919/347-3972.
OHIO TRIALS
Observed Trials. Trials, Inc. Dayton. Info 216/327-2527.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

SRE KALGARD
CALIFORNIA MINI ROAD RACING
Oxnard, CA.
November 27

Amago Raceway Valley Center, CA
November 13 CANCELLED
Pit Pass $3.00
All Brands
Weights • Classes
Call For Information (805) 871-7055

Who did how? Read results.

LAFA ROAD RACING 1988
1989 Schedule To Be Announced Soon
1134 Crane St. #216 Menlo Park, CA 94025
(818) 963-8676 (415) 327-0908 North Chapter

GLEN HELEN OHV PARK
Sun. Oct. 30 Double Cross
Sun. Nov. 6 NMA/SMX
Sat. Nov. 12 USA
Grand Prix Motocross Sand Drags
Glen Helen OHV Park
P.O. Box 2937, San Bernardino, CA 92406

Coors
SWAPMEET MOTORCYCLE
December 2
O.C. Fairgrounds, CA
(714) 364-2542
INTER-SHOWS

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SATURDAY MOTOCROSS
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100% Payback
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No Membership Required • Gates Open: 8:00 am
For Info: (619) 727-1171 or (619) 484-1441

CMC Race With The Best
Sun. Oct. 3 Ascot
Fri. Nov. 4 Night Nationals Ascot
Sun. Nov.6 Fall Finale Barona
CA (714) 261-6116

SMX
MX SCHEDULE
Sat. Oct. 29 Perris
Sun. Oct. 30 DeAnza
Sat. Nov. 5 Perris
Sun. Nov. 6 Glen Helen
(Western USA Series Round #1)
100% Pro Payback Saturday
INFO (714) 583-7486

P.R.R.A. Hollister Hills, CA
Sun. Nov. 13; Holiday MX Series
Sun. Dec. 11; Holiday MX Series
Sun. Jan. 29; Holiday MX Series
Sun. Feb. 26; Holiday MX Series
(Alternate Date)
Info: (415) 968-1599

SRA California Schedule
Oct. 30 Perris
Nov. 13 Carlsbad GP
Nov. 20 Butterfield
Info (714) 957-2985

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46 NORWALK, CA 90650
National Motosport Association

KTM Oakland Sport Center
4232 Dixie Hwy.
Drayton Plain, MI 48020
(313) 673-3366
UPS Daily

GRAN PRIX so. cal. DOUBLE CROSS
DOUBLE CROSS RACING
Oct. 30
Glen Helen OHV Park
Octoberfest
INFO: (714) 371-6333

RESULTS

Motocross
Gary's Warrior MX
Warrior, AL
Oct. 8
By Gary Ross

P/W
Mad Matt Dickerson Suz
Bridget Parrish Yam
Jason Carmack Yam
Greg Hunt Yam
JR
Eddie Crumley Kaw
Scott Pinson Kaw
JR MINI
Bruce Pinson Kaw
Jason Nail Suz
Tim Castrone Hon
SR MINI
Peanut Ulrich Kaw
Brandon Smith Kaw
Bruce Pinson Kaw
Jason Nail Suz
Dennis Dameco Suz
S/MINI
Peanut Ulrich Kaw
Brandon Smithj Kaw
Steven Parrish Kaw
125 C
Paul Wilson Suz
Paul McClellan Hon
Joey Bocchino Hon
Jeff Duncan Hon
Paul Street Suz
250 C
Sam Galleghy Kaw
Den Wyatt Hon
Fred Smothers Hon
ENDR
Troy Miller KTM
Marty Williams Kaw
J.G. Sanders Hon
Wayne Fore Hon

Short Track
Electric City Riders
Schenectady, NY
Oct. 9
By Larry Dogostino

SR MINI
Eric Whitecotton Kaw
Kenneth Coolbeth Jr Kaw
Morgan Coolbeth Hon
Jarvis Hoag Hon
SR B
William Warford Yam
Robert Nelson Hon
Robert Durand Jr. Hon
Michael Cordeiro C-A
James Robson Yam
SR A
Mark Korytkowski Yam
David Scheffer H-D
George Kuhn Jr WK
125 NOV
Scott Snoop Kaw
Kenneth Coolbeth Jr Kaw
Thomas Weiss Hon
David Bellows Yam
Rodger Manwaring Hon
125 EX
Bob Weiss Hon
Bill Newkirk Hon
250 NOV
Joseph Meier Hon
Thomas Weiss Hon
Keith McCaffery Hon
Joseph Glasby C-A
Richad Edwards Suz

Road Race
Michigan GP
Grattan Rcwy
Grattan, MI.
Sept. 25

Phil Pummell Hon
Scott Zampach Suz
Gene Burcham Suz
Ray Yoder, Jr. Suz
Randy Gaddey Suz
Andy Fenwick Suz
Brett Cecchini Hon
Sam Wardrip Hon
Dave Hansen Suz
Jeff Noodyke Suz

Road Race
Michigan GP Series
Final Point Standings
Sept. 25

Phil Pummel 219
Brett Cecchini 210
Fritz Kling 207
Greg Karm 185
Dave Hansen 176
Steve Patterson 166
Martin Miller 158
Ray Yoder Jr. 148
Randy Gaddey 146
(Tie) Gene Burcham 140/
Tim Lampe 140

Motocross
Racing Enterprises
Carlsbad Raceway
Carlsbad, CA
Sept. 24
By Robert Failing

80 BEG
Larry Linkogle Kaw
Mike Ancheta Kaw
125 BEG
John Thornton Hon
Kris Kertzman Kaw
Bob Stoll Hon
Ropbert Koller Hon
Kevin karpiak Hon
250 BEG
Andrew Wimberly Yam
Ignacio Rivera Hon
Rusty Nowka Hon
Tony Twrrazzi Hon
Ed Holmes Suz
500 BEG
Dan Fresh Hon
Rich Coon Hon
Chuck Freeman Hon
Dave Conn KTM
125 JR
Terry Boyd Hon
Bobby Peters Hon
Kevin Hanrahan Hon
Michael Landegent Kaw
Ricky GolderYam
250 JR
Ricky Zeigler Hon
Pat Drescanin Suz
Bill Cantrell Suz
Jack Phinn Hon
Zapata Espinoza Kaw
500 JR
Ed Lowenberg Hon
Harley Phillips Hon
Mark Fairfull Hus
Rod Hendrickson Hon
Jeff Dixon Hon
VET BEG
Brian Airnsworth Hon
Steve King Yam
Bob Barnett ATK
Rick Patrick Hon
Reno Frezza Hon
VET JR
Aldon Colby Hon
Phillip Hall Yam
Michael Landegent Kaw
Jeff Dixon Hon
Gary Scott Kaw
VET INT
Bob Post Hon
Lee Amaradio Yam
Craig Brieham Hon
Jim Hale Kaw
VET MSTR
Marc Crosby Yam
Frank Steiner Yam
Tom White Hon
Greg Berg Kaw
Pete Vetrano Suz
OT BEG
Dave Johnson Kaw
Bill Stahr Hon
Bob Koller Hon
OT JR
Chris Tuttobene Hon
OT INT
Bill Malone Hon
Tom Lambert Hon
OT MSTR
Alan Olson Hon
Benyt Johansson Hon
Jody Weisel Hon
Marvin Olson Yam
John Knight Kaw
80 INT
Tony Amaradio Yam
125 INT
Luke Arcidiacono Hon
Leland Bacon Suz
Steve Lawler Yam
Mike Poborsky Hon
Jeffrey Grafton Suz
250 INT
Shawn Davis Hon
Dewayne Ray Yam
Ron Lawson Hon
Jeff Del Villas Yam
David Bredenbeck Suz
500 INT
Larry Nannenga Hon
125 PRO
Joe Tuttobene Hon
Rich Taylor Hon
Jon Levey Hon
250 PRO
Michael Craig Yam
Brian Manley Suz
Ulf Johansson Hon
500 PRO
Craig Dais Yam
ET PRO
Michael Preston Kaw
Willie Amaradio Yam
Ted Devol Suz
Vincent Deluca Hon
Robert Sheldon Yam

Motocross
Racing Enterprises
Carlsbad Raceway
Carlsbad, CA
Oct. 1
By Robert Failing

125 BEG
Kris Kertzman Kaw
Danny Bamford Hon
John Thorton Hon
Bill Kellogg Hon
Mike Shean Hon
250 BEG
Dwayne Prickett Hon
Dave Cochran Yam
Ee Holmes Suz
Don Vaner Yam
Ignacio Rivera Hon
500 BEG
David Raziano Hon
Dan Fresh Hon
Rich Coon Hon
Arnie Fry Yam
125 JR
Mike Naegeli Yam
Bobby Peters Hon
Terry Boyd Hon
Kevin Hanrahan Hon
Chris Holland Hon
250 JR
Jason Austin Yam
Ron Williams Kaw
Ricky Zeigler Hon
Greg Wheat Kaw
Waid Repik Hon
500 JR
Ed Lowenberg Hon
Rick Price KTM
Jon Dorris Kaw
Robert Failing Hon
Harley Phillips Hon
VET BEG
Ricky Patrick Hon
Bob Barnett ATK
Curtis Jablonski Hon
Richard Lozano Kaw
Frank Benacka Hon
VET JR
Chuck Kecskes Hon
Michael Landegent Kaw
Gary Scott Kaw
Jeff Dizon Hon
Darryl House Hon
VET INT
Robert Failing Hon
Craig Breihan Hon
Ken Diederich Kaw
Mike Ronk Hon
Lee Amaradio Yam
OT BEG
Dave Johnson Kaw
OT INT
Ron Tuzinski Hon
Dennis David Hon
Clive Cheffins Hon
125 INT
Scott Bristol Hon
Joe Merrihew Hon
250 INT
Shawn Davis Hon
Brian Simo Hon
Darren Richards Suz
David Bredenbeck Suz
Bob Nunez Hon
500 INT
Jimmy Odle Hon
125 PRO
Jon Levey Hon
Joe Tuttobene Hon
250 PRO
John McGinnis Hon
VET PRO
Willie Amaradio Yam
Vincent Deluca Hon
Marc Crosby Yam
Tom Anderson Suz

Dirt Track
Final Point Standings
AMRA-Pros World
Championship Series
Tarpon Springs, FL
Oct. 10

PRO-AM
Shad Reinke 116
Jason Fletcher 104.5
Clint Vahsholtz 104
Fred Gutierrez 81.5
Brian Tillson 64
Don Martin 50.5
Bill Gruwell 48.5
Mike Hale 24
PRO-TWIN
Bill Jackson 50
Bill Burr 45
Lee Parker 45
PRO L/W
Roger Durkee 161
Kris Kiser 126.5
Paul Crumling 68.5
Greg Joop 75
Marshall Patrick 55
Timothy Haight 53.5
Kirk Hayes 48
Marty Volmert 44
David Duhaime 39.5
Rusty Rogers 31
PRO H/W
David Miller 142.5
Kris Kiser 128.5
Roger Durkee 107
Bryan Villella 86
William Davis 77
Robert Lewis 66
Steve Morehead 62.5
Bill Newkirk 61
50
Beau Braswell 88
Nicky Hayden 86
Jenny Hayden 80
Joshua Rude 51.5
65
Tommy Hayden 90
Charles Fontenot 84
Nicky Hayden 26
85
Kenny Coolbeth 90
Tommy Hayden 84
Charles Fontenot 83
85 SR
Brian Strong 90
125 AM
Georgie Price 90
Thomas DuPont 81
Brian Strong 80
Chad Barth 60
Tony Montenegro 28.5
Fabian Cortez 47.5
250 AM
Georgie Price 88
Larry Pegram 81
Mark Burch 75.5
Robbie Milam 75
Scott Huff 60
Tony Montenegro 28.5
Thomas DuPont 27
Donnie Holeman 27
Jeremy Lucy 26
Scott Harper 25
600 4-STRK
Larry Pegram 90
Bart Schmulbach 86
Fred Gutierrez 69.5
Joe Rude 52.5
Bill Gruwell 49.5
David Flowers 48
Mike Green 47.5
Chuck Beaumont 46
Jeremy Lucy 30
Reed Bertolino 28
SR
David Flowers 88
Ken McConnell 86
Jeff Chisham 82.5
Alan Dewey 55
Robert Gardner 27
Tom Prichard 24.5
Scott Haper 24.5
S/SR
Fred Gutierrez 90
Donald Guidry 9

Motocross
NESC
Middleboro, ME
Oct. 9

125 NOV
Ryan Adams Kaw
John Peterson Kaw
Lee Pelletier Hon
Bernie Grzywacz Kaw
Peter Flaven Kaw
250 NOV
Tom Dowd Suz
Mike Buccheri Hon
Steve Gothers Hon
Nipper Alsup Kaw
Mark Purvins Hon
OPEN NOV
Nipper Alsup Kaw
Mike Bucheri Hon
Mark Purvins Hon
Ian Linscott Hon
Eric Zilonis Kaw
125 AM
Keith Goyette Yam
Steve Giboney Hon
Jeff Haight Hon
Jim Johnson Hon
Mark Roderick Kaw
250 OPEN AM
Adyn Kirkpatrick Hon
Al Grodell Kaw
Bert Drouin Suz
Mark Bohenko Yam
Peter Collins Yam
125 EX
Doug Henry Yam
Joe Waddington Yam
David Paquette Kaw
Pat Barton Hon
Ed Morse Hon
250 OPEN EX
John Dowd Suz
Jo-Jo Keller Hon
Armand Rodrique Suz
Joe Mikalson Hon
Keith Johnson Kaw
VET
David Clemence Hon
Norm Hebert Hon
Mark Malonson Suz
Steve Kincaid Yam
Dan MacNeil Yam
SR VET
Don Boone Sr. Yam
Ron Vincent Yam
Lou Colon Yam
Bob Swatik Hus
Chris Howie Hon
85 BEG
Bryan Engstrom Yam
Brian Collette Kaw
Brian Hawkins Yam
A.J. Alsup Kaw
Larry Lashway Kaw
85 JR
Dan Boone Jr. Kaw
Bob Busa Yam
John Barone Jr Kaw
Brian Austin Kaw
Tony Lawrence Kaw
85 SR
Jason Buzzee Kaw
Tony Lorusso Yam
Jason Fowler Kaw
Wally Silva Yam
Peter Oknos Yam
125 BEG
Jim Thomas Hon
Allan Ramella Kaw
John MacLellan Hon
Eric Limkemann Hon
Denis Harrington Suz
125 JR
Keith Goyette Yam
Jamie Foster Hon
Ryan Adams Kaw
Steve Rourke Hon
Derek Exkenas Kaw
125 SR
Tony Lorusso Yam
Jason Buzzee Kaw

Hare Scrambles
Salem MC
Salem, OH
Oct. 9.
By M.L. Miller

O/A
John Shay Yam
JR MINI
B. Gollie Kaw
Jon Hawkins Kaw
SR MINI
Mark McGrath Kaw
Jason Sell Kaw
Jack Mills Suz
Steve Blakeman Yam
Eric Donley Kaw
125
Bill Penick Yam
Robin Sarisky Hon
Scott Plance Hon
Bridget Ulizio Kaw
Craig Haerman Hon
Todd Pownell Suz
200
Steve Spagina Kaw
Jim McCall Kaw
Craig Betz Yam
Daid Ulizio Kaw
Kevin Outland Kaw
250
Mike Boggia
Joe Powers Hon
Jim Hallman Suz
James Stahler Hus
Johnny Young KTM
OPEN
Flip Jendre KTM
Bob Marmile Hon
Ted Miller Hus
Jeff Rudrick Mai
Robin Miller Hon
SR I
Al Chuppa Hon
John Gallagher KTM
Marty Heben Yam
Tom Cozza Mai
Carl Strahler C-A
SR II
Lance Hewis Hus
Herb Leppelmeir KTM
Rick Gallite Hon

Road Race
Bryar Motorsports Pk
Loudon, NH
Oct. 1-2
By Anne Huchinson

M/W PROD NOV A
Robert Zerbisias Hon
Jim Leslie Hon
Arly Kusari Hon
Mark Ditchkus Hon
William Doe Hon
M/W PROD NOV B
Mark Breden Hon
Eddie Weigen Hon
Ed Weinhardt Yam
Michael Cammarta Kaw
John Miller Yam
M/W PROD EX
Brian White Hon
Denis Royer Hon
Yves Brisson Hon
David Piantaggini Hon
Daniel Mileika Hon
H/W PROD EX
Stephen Decamp Hon
John Butterman Suz
Jim Fitzgerald Suz
Robert Wrubleski Suz
Chris Jensen Suz
H/W PROD JR
Steve Gyimesi Suz
Greg Volk Suz
Paul Couiello Suz
H/W PROD U/L GP NOV
Ron Nardello Suz
Greg Moore Suz
Phill Landru Yam
Tim Rabe Suz
Andi Barrett Suz
U/L SS NOV
Phil Landru Yam
Lee Nau Suz
Jon Powers Yam
Chris Murphy Suz
Andy Barrett Suz
M/W GP EX
Paul Kondracki Hon
Gary Stas Duc
Larry Hanlon Hon
Bill Weidner Duc
Bill Gillis Hon
M/W GP JR
Kevin Hennessy Hon
John Griffin Hon
Mike Leslie Hon
Robert Poetzsch Hon
John Boudrow Hon
M/W S/SPRT NOV
Robert Zerbsias Hon
Michael Scott Hon
Eddie Weigen Hon
Jimmy Shanks Hon
Paul Bracaglia Yam
M/W SS NOV
Jim Leslie Hon
Mike Jakubowski Yam
Doug Duncan Yam
Ed Weinhardt Yam
Todd Scranton Yam
L/W GP NOV
Larry Pomilo Hon
Dwight Luther Suz
Todd Burkey Yam
Jamie Massaro Yam
Al Rogers Yam
L/W GP NOV
Richard Hurst Hon
Chad Healy Yam
Jerome Orr Yam
Bill Caterino H-D
Carl Liebold Yam
L/W SB EX
Ed Abdo Hon
Steve Eottile Kaw
Rick Frost Yam
John Virgadamo Hon
Ernie Davoll Yam
L/W SB JR
Steve Gyimesi Yam
Marc Carpenter Yam
Don Willmot Yam
Peter Kovacs Yam
Robert Poesch Yam
H/W SB NOV
Frank Monk Suz
Christian Murphy Suz
David Fett Suz
Greg Moore Suz
Tim Rabe Suz
U/L SB EX
Dana Wilson Kaw
W. Cardell Yam
Andy Hunter Kaw
John Sweeney Yam
Mick Rockwell Kaw
U/L SB JR
Stephen Connell Suz
Mike Ryan Kaw
Kurt Swenson Yam
Joe Santa Maria Kaw
David McParlard Kaw
U/L SB NOV
Bayard Michael Yam
Robert Burh Kaw
Bruce McKie Yam
David Easum Hon
Chris Smith Yam
ST EX
Gary Stas Duc
Ed Abdo Hon
John Grush Duc
Bill Weidner Duc
John Virgadamo Hon
ST JR
Patrick Moroney H-D
David McFarland Kaw
Paul Coviello Hon
Arthur Cillo Cag
Kathi Matson Kaw
ST NOV
Scott Herman Duc
Gene Olewine Duc
Richard Hurst Hon
William True Kaw
Dan Troxell Duc
M/W SB NOV
Michael Scott Hon
Arcy Kusari Hon
Craig Turcotte Hon
James Sharkey Hon
Jim Leslie Kaw
L/W SB NOV
Jerome Orr Yam
Dwight Luther Suz
Bill Omerod Yam
Todd Burkey Yam
Tom Dunne Kaw
H/W SS NOV
Frank Monk Suz
Steven Sullivan Suz
Ricky Dellorusso Suz
Steve Thibadeau Suz
Kevin Perry Suz
M/W GP NOV
Bob Zerbisias Hon
John Rice Yam
Craig Turcotte Kaw
James Sharkey Hon
Richard Hurst Hon
U/L SS EX
Mark Bougas Suz
Paul Miles Suz
Bill Loomis Suz
Craig Cote Suz
Phil Cassot Kaw
U/L SS JR
Russ Maffia Suz
Troy Roberts Suz
Stephen Pica Suz
Ralph Quimby Suz
M/W SS EX
Sean Osowski Hon
Matt Gordan Hon
Bill Loomis Suz
Rick Burdick Hon
Steve Noguera Hon
M/W JR
Kevin Hennessy Hon
John condron Hon
John Griffin Hon
T.J. Maihack Yam
John Barry Hon
H/W SS EX
Jeff Heino Suz
Bill Loomis Suz
Mark Bougas Suz
Marc Smith Suz
Mark Velardi Suz
H/W SS JR
Jim Showmaker Suz
Stephen Pica Suz
John Crowley Suz
Mike Cardenas Suz
Stephen Cooke Suz
L/W GP EX
Larry Hanlon Hon
Phill Busch Yam
John Grush Yam
Mark Genest Yam
W. Cardell Yam
L/W GP JR
Steve Gyimesi Yam
Don Willmot Yam
James Lussier Yam
Mark Carpenter Yam
Pet Kovacs Yam
H/W SB EX
Mark Bougas Suz
Marc Smith Suz
Bill Blythe Hon
Steve Nagueira Suz
Tod Hebert Suz
H/W SB JR
Tony Palumbo Suz
Jim Shoemaker Suz
Mike Cardenas Suz
John Crowley Suz
Pat Murphy Suz
M/W S/BIKE EX
Bill Blythe Hon
Sean Osowski Hon
Matt Gordon Hon
Paul Kondracki Hon
Steve Lombardo Hon
M/W S/BIKE JR
John Concron Hon
Louis Saccoccio Hon
Paul Denny Hon
Robert Poetzsch Hon
Louis Saccoccio Hon
U/L GP EX
Bill Loomis Suz
Tim Barclay Suz
Craig Cote Suz
Tony Raused Hon
John Leland Yam
U/L GP JR
Tony Palumbo Suz
Troy Roberts Suz
Russ Maffia Suz
Pat Murphy Suz

Motocross
Honda Hills
Linnville, OH
Oct. 15

50
Mark Burkhart Yam
Jeff Gibson Yam
Edward Rapp Yam
Zack Clark Yam
Shawn Miller Yam
65
J. D. Collins Kaw
Tadd Watson Kaw
Mark Burkhart Kaw
Joey Ballinger Kaw
Joshua Ratcliff Kaw
MINI JR
Ron Durrer Jr. Kaw
Josh Dudley Yam
Wesley Boyd Suz
Tadd Watson Kaw
Joey Devayult Yam
MINI SR
Robbie Sturgell Kaw
Jason Stewart Kaw
Matt Liming Kaw
Billy Stranahan Kaw
Trevor Trace Kaw
125 SCHBY
John Souders Hon
Michael Baker Kaw
Tim Baker Kaw
Gordon Savage Cag
Glenn Keeton Jr. Hon
VET
Denny Swartz Hon
Gerry Bennett Hon
Todd Ervin Hon
Bill Reiss Hon
Kip Willard KTM
S/SR
Thomas Ballinger Kaw
Don Hall Yam
Tony Olszka II Kaw
Quentin Lewis Kaw
125 B
Joe Woosley Kaw
Joel Johns Hon
Richard Robinson Hon
Brian Gonser Suz
Gary Delong Yam
L/W SEMI PRO
Mark Weaer Suz
125 C
Marty Berberich Kaw
Todd Fields Hon
John Souders Hon
Matt Winland Suz
Glenn Keeton Hon
250 B
Richard Robinson Hon
Jamey Johnson Hon
Dave Hall Hon
John Pittman yam
Glen Russell Yam
OPEN B
Jay Enke Kaw
Kip Willard KTM
John Winkle

Motocross
Honda Hills
Linnville, OH
Oct. 8

50
Mark Burkhart Yam
Jeff Gibson Yam
Shawn Miller Yam
David Whitcraft Yam
Zack Clark Yam
65
Mark Burkhart Kaw
Adam Rake Kaw
MINI JR
J.D. Collins Kaw
Josh Dudley Yam
Tadd Watson Kaw
Joey Devault Yam
MINI SR
Robbie Sturgell Kaw
Kevin Clegg Kaw
Shawn Ehrhart Suz
Matt Liming Kaw
Billy Stranahan Kaw
125 SCHBY
John Souders Hon
Gordon Savage Cag
Glenn Keeton Jr. Hon
Adam Merrick Suz
Craig Albright Kaw
VET
Todd Ervin Hon
Bill Reiss Hon
Gerry Bennett Hon
Kip Willard KTM
Richard Boucher Kaw
L/W SEMI PRO
Thomas Dolen Hon
H/W SEMI PRO
Bryan Moose Kaw
125 B
Joe Woosley Kaw
Todd Sizemore Hon
Joel Johns Hon
Don Lewis Kaw
Brian Gonser Suz
125 C
Tim Lunsford Yam
Matt Winland Suz
Phillip Sizemore Hon
Don Urban Yam
Banzai Harp Hon
250 B
Todd Sizemore Hon
Jamey Johnson Hon
Mike Russell Suz
David Hall hon
Don Lewis Kaw
OPEN B
James Ferris Hus
Mike Jenkins Hon
Eric Bolen Hus
John Winkle Kaw
Jeffrey Stannley Hus
S/SR
Don Hall Yam
Quentin Lewis Kaw
VINT
Donald Mathys C-A

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Sept. 25

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Nolan Knight ATK
George Waller, Jr. KTM
Glen Hollinghead KTM
Dwight Rudder Hon
j0-200 EX
Kevin Hutchinson Cag
Tim Singleton Yam
Manny Garza Hon
Buddy Pierce Kaw
201-250 EX
Tommy Cousins Suz
Landon Carter Suz
Paul Graham KTM
Charles Sizemore ATK
Matthew Rayborn Hon
251-OPEN EX
Glen Hunt ATK
David Jackson C-A
James Burgard Hus
Dave Crain KTM
Nolan Husser Kaw
OPEN EX INT
Gary Goff Hus
Roger Bailey Hon
Lewis Whatley C-A
Kevin Campbell Hus
Marty Toms Hus
4-STRK EX
Jonny Kemp Hon
Mark Hudson Hon
Jimmy May Hon
SR EX
Fitz Miller Kaw
Don Knight ATK
Stephen Hudson Hus
Robert Rockco Hus
SR B
Billy Wufers Kaw
Tommy Lane Hon
Kenny Henderson ATK
Ernest Lynch Yam
Ron Pruitt Kaw
0-125 B
Chad Tate Hon
Scott Watkins Hon
Corey Martin Yam
Al Turner Yam
Michael Cope Kaw
126-200 B
Jody Patterson Kaw
Benny Waldrop, Jr. Kaw
Richard Daniel Kaw
David Trostle Yam
Lewis Hoolahan, Jr. Kaw
201-250 B
Frank Nugent Hon
John Burgard, Jr. KTM
Jason Taylor Hon
Cgris Burchfield Suz
Jeff Pesnell C-A
251-OPEN B
Gary Cook KTM
Billy Beam KTM
Kenny Knobloch KTM
Jeff Kennedy Hus
Howie Simpson Hon
0-200 B INT
Stephen Tyler Yam
Phil Williams Kaw
Hal Ramirez Hon
201-OPEN B INT
Tom Krag KTM
Dwayne Muse Kaw
Gary Taylor Hon
Barry Spires KTM
4-STRK B
Ed Wesson Hon
Phil Breaux Hus
Robert Babcock Hus
Andy Hayes Hon
Glen Jordan Hon
S/SR
John Burgard, Sr. Hus
Dickie Hual Kaw
Terry Webb ATK
Jim Armishaw Hon
Bernie Malone Hon
JR
Jason Reine Hon
Stephen Reed Hon
Scott Case Kaw
Patrick Patterson Hon
Jerry Cook Kaw
WMN
Karen Kemp Kaw
Gwen Bailey Hon
Kim Berthelot Hon
Lise Schexnayder Hon
0-125 C
Jackie Willard Hon
Andy Sheffield Kaw
David Turner Yam
Pete Carnation Suz
Nathan Knight Suz
126-200 C
Cleve Altman Kaw
Eddie Finley Kaw
Earl Nugent Hon
Ronnie Cicero Yam
Henry Hollingshead, Jr Cag
201-250 C
Troy Boudreaux Hon
Bobby Joe Stults KTM
Brian Gatzman Hon
James Seale, Jr. KTM
Greg Corley C-A
251-OPEN C
Larry White Hus
John Parker Hon
Gachet Turberville Hon
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Immediate full-time, year 'round position. Honda Kawasaki experience needed, some high performance experience helpful but not necessary. Good benefits, pay rate according to experience. Please call HONDA KAWASAKI OF BERKS, (215) 921-9256. PA. (342-43)

SERVICE MANAGER/SERVICE WRITER. Major H-D store, long term opportunity, experience & references. Contact John at H-D OF SANTA ANA, 2131 E 21st St, Santa Ana, CA. (714) 835-9141. (342-45)

Service Tech
Honda Yamaha dealer in Ridgecrest, CA is looking for a full-time year 'round mechanic. Must have tools, a good attitude & be Honda certified. Pay commensurate with experience. Send resume to: DESERT SPORT CENTER, 413 N. China Lake Blvd, Ridgecrest, CA 93555, Attn: Greg, or call (619) 375-2540. (242-45)

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Motorcycle retail experience, salary plus commission. Send resume to: CYCLE NEWS, Dept 42, P.O. Box 498, Long Beach, CA 90801-0498. (243-44)

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Minimum five years experience, own tools, commission. Send resume to P.O. Box 98, La Habra, CA 90633. (243-44)

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So Cal's busiest four brand dealership has openings for mechanics. Contact Jack at (619) 278-6635. CA. (242-45)

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Yamaha Mechanic, So Cal
Challenging year 'round work load. Prefer Yamaha dealership experience. Call Rick at COVINA YAMAHA (818) 332-6249. CA. (143)

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Service manager experience, Honda knowledge background preferred but not required. Self-motivated individual & strong seller & communicator. Vacations, health plan, life benefit plan, salary plus commission. Busy year 'round shop. SUNNYSLOPE HONDA, Phoenix, AZ. Ask for Rob, (602) 944-2639. (143-46)

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'WARM FLORIDA JOB.' Experienced parts counter help, five days, good pay, benefits. Reply to: CYCLE NEWS, Dept 6, P.O. Box 498, Long Beach, CA 90801-0498. (242-43)

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Orange Countys' fastest growing Kawasaki dealer is accepting applications for apprentice mechanic position. Minimum 18 years of age, High school grad with own tools. Contact Don or Stuart at CLARK KAWASAKI (714) 532-0133. CA. (242-45)

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Five years experience. Busy San Fernando Valley shop. Uniforms, insurance, five day week. Call Dave at (818) 366-0646. CA. (241-43)

Help Wanted
Experienced or non-experienced sales people to work in motorcycle accessory store. Apply in person at CYCLE PARTS WEST, 13682 Beach Blvd, Westminster, CA or call Walt, (714) 894-9829. (243)

R&D Assistant
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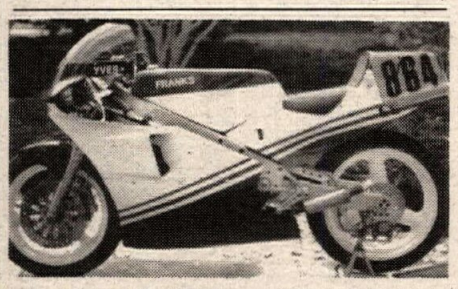

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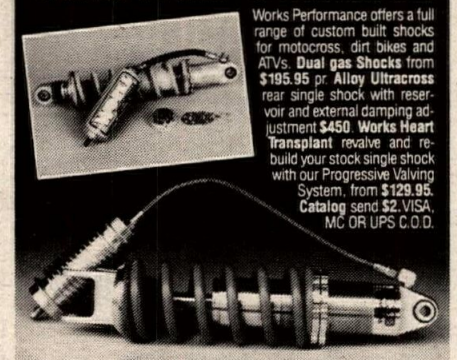
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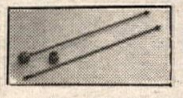
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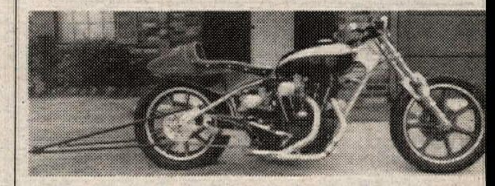

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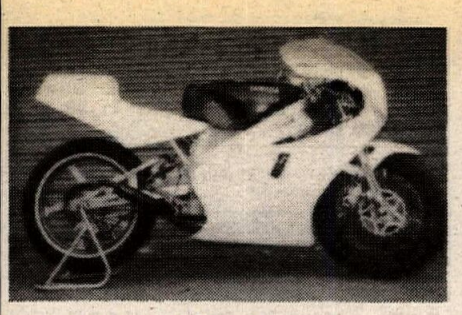

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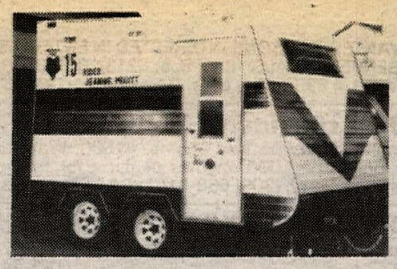

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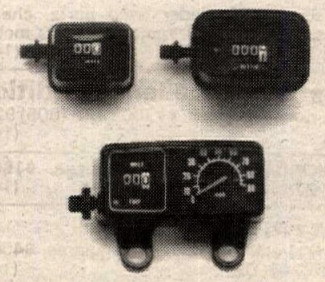

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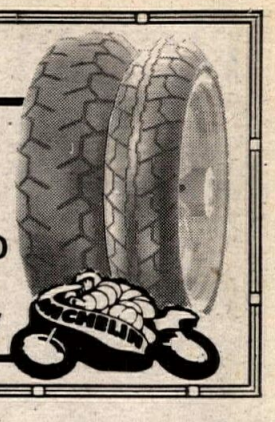

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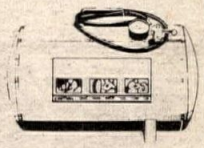

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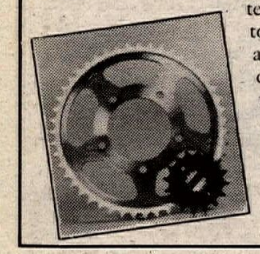

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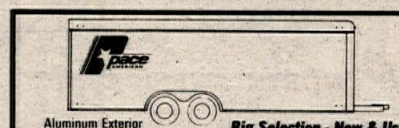

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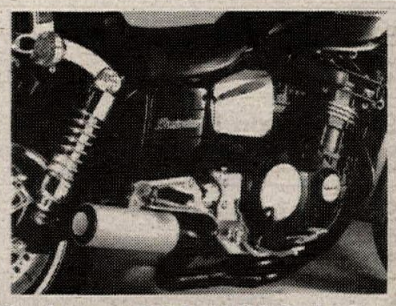

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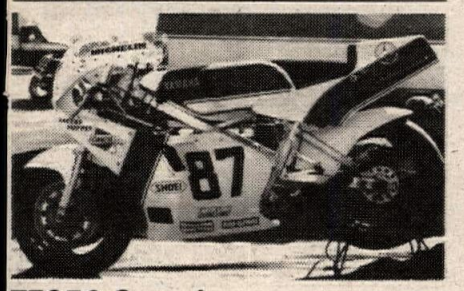

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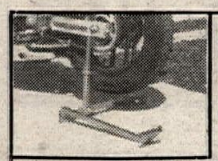

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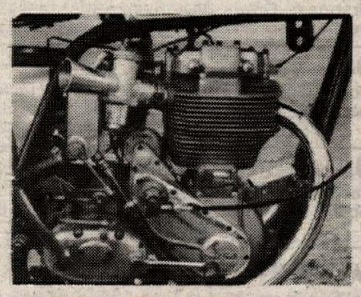

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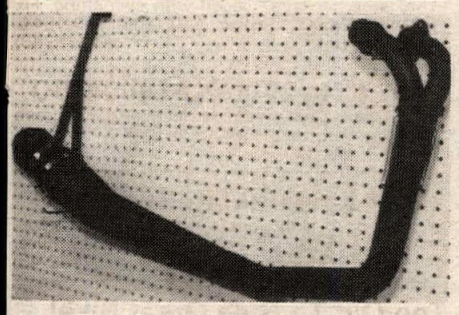

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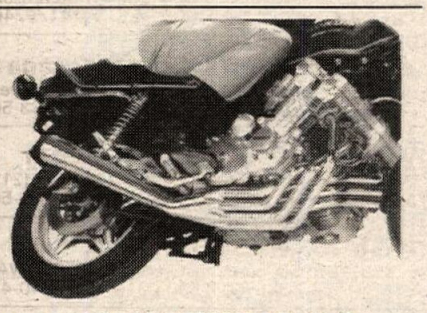

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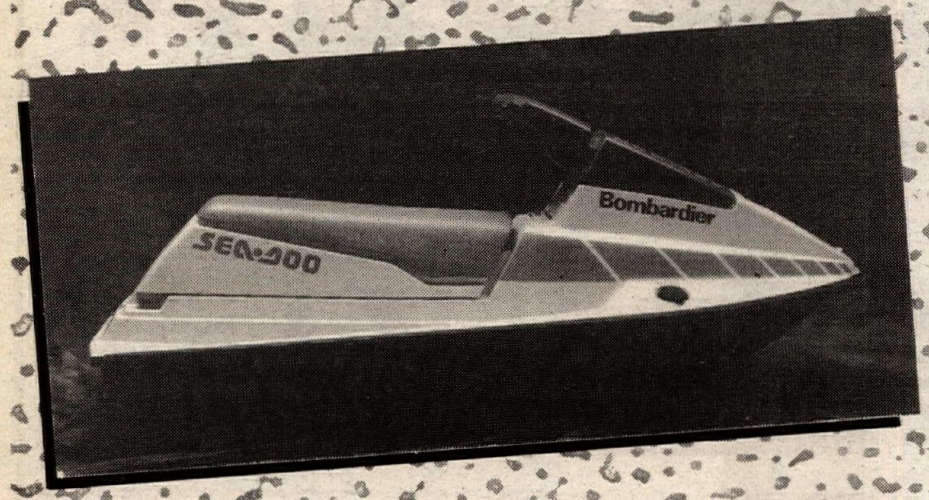

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Writin' Around

(Continued from page 5)

most were discarded on the trash-heap of history. Nothing new has taken their place.

If we need new sales to lift our spirits, I suggest that some bright engineer someplace (he doesn't have to be Asian, or even a he) sharpen his pencil and design a new moped for modern mass production. It should look contemporary, like a YSR Yamaha, perhaps (small wheels, road racer profile) and sell for under $400 retail. Maybe the engine could be molded epoxy, single-speed, working-beam twin — I means, really rethink the moped idea. Why not invent "the Bic bike" — world's first "disposable" moped? History has shown that a new product like this can set sales records and turn the worst of times into the best.

Whatzamatter with the m/c biz?

Nothing that a good movie couldn't cure.

Milestone movies led the growth of motorcycling in this half of the Twentieth Century more than anything. The Wild One sold Triumphs (Brando's real life mount as well as his character's bike in the movie) in the 1950s better than any advertisement they could buy. Then Easy Rider came to theaters in the late 1960's and choppers swept the world. It was soon followed by the TV movie and series Then Came Bronson, which touted touring. And you remember how On Any Sunday, released in 1971, popularized the off-road racing sport and recreation.

The next cinematic shot in the behind for the motorcycle image could be "American Built," the fourthcoming feature movie about a road racer and his two loves. Will American Built be a new milestone movie in our motorcycle history?

I hope the movie is a good one, because the producers asked to use our *Cycle News* image in some scenes. "Go ahead!" I told them, crossing my racing fingers for luck. Often these movies serve-up mixed blessings. Will American Built change our little world? What can we do about it? Well, we could denounce it, like the churches did with Last Temptation. That should sell a few more tickets. But let us wait until we see American Built before we comment further.

Chuck Clayton

Video REVIEW

The Road to Laguna Seca

No single event in recent memory aroused as much interest among motorcycle racing fans as did the U.S. Grand Prix at Laguna Seca this past spring. In addition to the estimated 80,000-plus spectators who were on hand to personally witness the event, millions watched the race on live TV around the world and on a delayed tape basis in this country the following weekend. For months after the event, GP fever continued as motorcycle magazines competed with one another in presenting multi-page spreads on the World Championship Road Race Series round.

This videotape, The Road to Laguna Seca, is just what the doctor didn't order because it'll definitely bring GP fever back to any "patient" who watches it.

The nearly hour-long tape catches a lot of the behind-the-scenes moments that the network TV production didn't have time for. You'll peek inside the tents that served as pit area "garages" for the teams. You'll see the shipping containers that served as storage areas for the equipment, and you'll see the bikes being crated up after the event.

But the name of the game is racing and racing is what is best delivered here. Both the 250cc GP, which Jim Filice won, and the 500cc GP, which was won by two-time World Champion Eddie Lawson, receive more than highlight footage.

The tape does have a major drawback and several minor glitches. The drawback is not that it was sponsored by American Honda with the idea in mind of selling it in Honda dealerships, and at times it comes very close to resembling a Honda commercial. Although the plans to sell it at Honda dealers have been dropped, the tape carries Honda's logo. In line with the fact that American Honda sponsored the tape, Rothmans Honda's defending World Champion Wayne Gardner is interviewed several times, as is former Honda factory rider Freddie Spencer. That's all well and good, but where are interviews with the likes of Marlboro Yamaha's Eddie Lawson, Pepsi Suzuki's Kevin Schwantz, Lucky Strike Yamaha's Wayne Rainey or Cagiva's Randy Mamola? In addition, we're shown the Honda display tent at Laguna Seca and Honda street bikes parading around the track, but no views of the other manufacturers' displays are offered. In the otherwise excellent opening portion of the tape that provides us a look at GP racing in the sixties and early seventies, we're almost led to believe that Honda's arrival on the scene was what really made GP racing. Admittedly, it is mentioned that after their non-successful early attempts at 500cc GP road racing, they opted to remove themselves from the scene for several years. Oh well, somebody had to foot the bill.

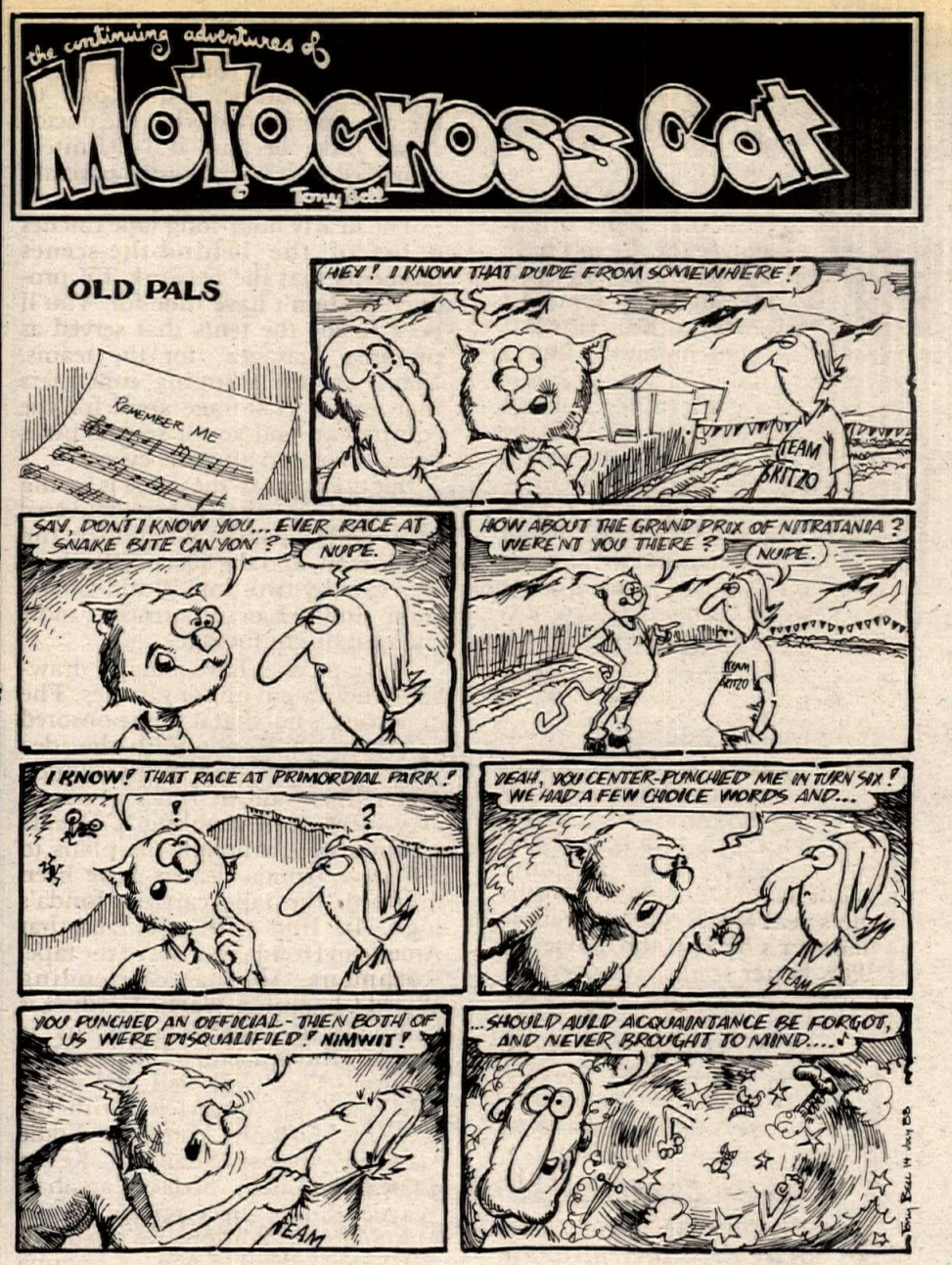
Glitches? Kevin Schwantz's last name is mispronounced throughout the tape by Bruce Flanders, who did the narration voice over. The "an" in Schwantz comes out like in "and" rather than "on." And at least one front running 250cc competitor is misidentified.

A plus for the tape is the previously mentioned footage of vintage GP racing, including some of the legendary MV Agusta team of the sixties and early seventies. There's also a brief look at yesteryear American racing, including the likes of Joe Leonard at Laconia, Gary Nixon at Daytona aboard a factory 250cc Yamaha, and Kenny Roberts on dirt and tarmac.

Written, produced and directed by Denis Torres of Seals Communications, producers of the weekly TNN TV show, MotoWorld, the tape will be available in September and advertised on the show for ordering by telephone for $49.95.

Now, if you'll excuse me, I'm going to watch it again and raise my body temperature up to GP fever level. In fact, I'll probably watch it several times between now and April 16, 1989, when the GP circus comes to Laguna Seca again.

Jack Mangus



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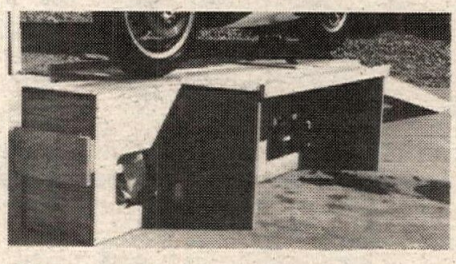

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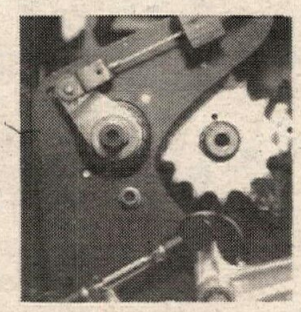

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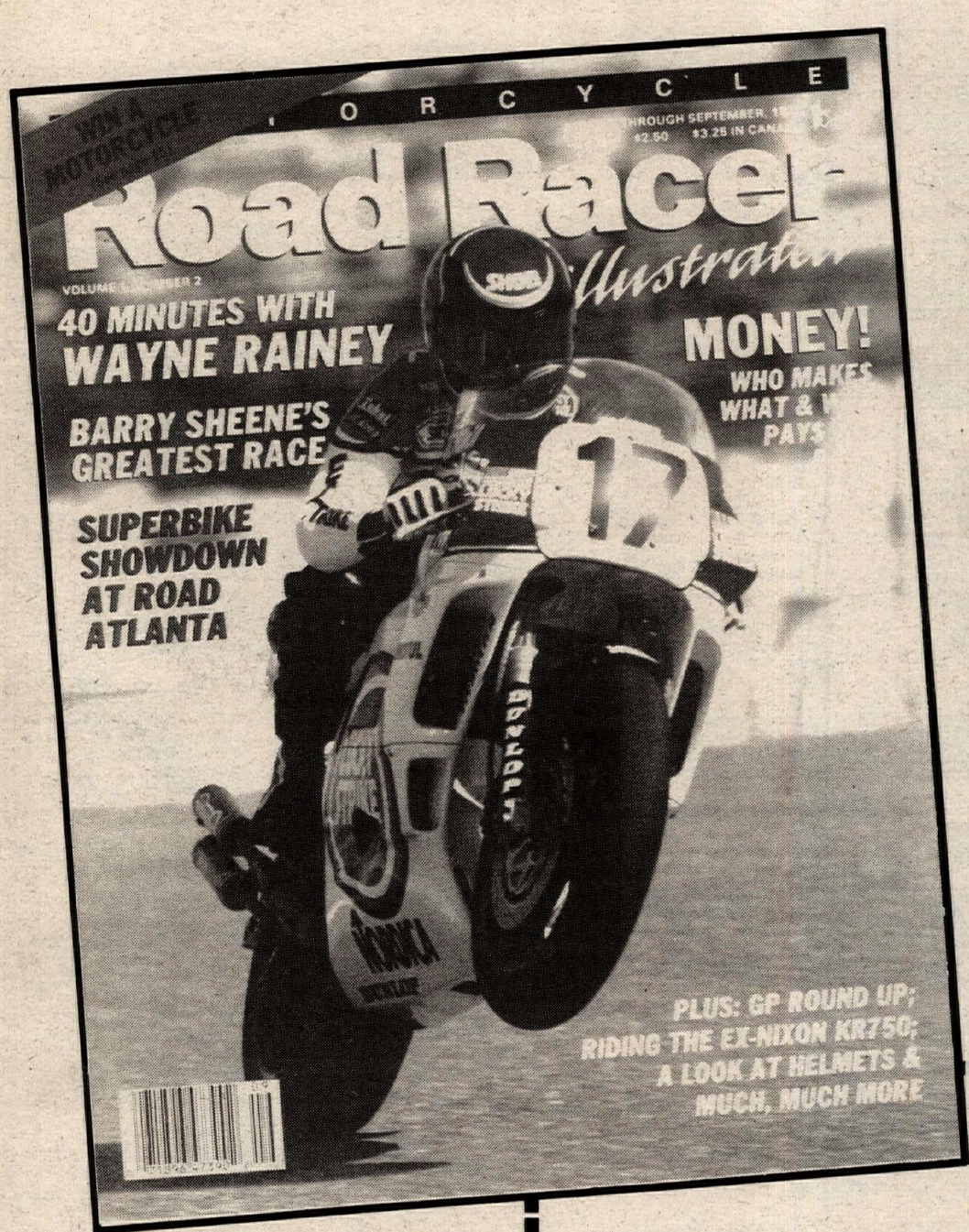

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